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THE DUNDERBERG AFLOAT.

Successful Launch of the Largest Iron-Clad in the World.

The Grand Spectacle Witnessed by Twenty Thousand People.

GENERAL DESCRIPTION OF THE VESSEL.

Her Dimensions, Armament and Power.

THE LAUNCH.

For months past a formidable-looking craft, of extraordinary dimensions and strange model, has been growing on the stocks in the ship-yard of W. H. Webb, Esq., at the foot of Sixth-street, East River, which has excited no little wonder in naval circles, as well as in the minds of people generally. When first projected, it was supposed and hoped that it would be completed in season to take part in the capture of Charleston or Mobile, or teach those mysterious Richmond rams, which were always going to do such great things, a salutary lesson in naval warfare. With his usual sense of the fitness of things, the projector and builder christened her the *Dunderberg*—a name at once expressive of her formidable qualities, and sonorous, national and historical. Dunderberg, as our readers probably know, is the name of the mountain near West Point, at the foot of which Capt. Kidd is popularly supposed to have sunk his piratical craft, laden with gold and rigged with "curses dark," and where, in later years, a massive iron cable was stretched across the Hudson to prevent the ascent of British ships-of-war. That gold, by the way, has often been the object of enthusiastic but fruitless search; and several links of the chain were melted down when Barnum's Museum fell a prey to the flames.

As the *Dunderberg* progressed, speculations as to her qualities grew rife. Many wiseacres prophesied that she would never be launched; and others, equally wise and confident, predicted that, when she came to make the fatal plunge, she would go straight to the bottom and never reappear. It is hardly necessary to say that such persons kept clear of her decks yesterday, and, standing afar off, witnessed the happy nonfulfilment of their gloomy vaticinations.

Yesterday the great ship was successfully, triumphantly launched, and took possession of the sea, which she is henceforth to rule. In spite of the clouded heavens and of occasional heavy showers, the yard was filled at an early hour with an eager crowd of people, who took possession of every inch of standing-room available for seeing. At least twenty thousand persons gathered in that vicinity to witness the grand spectacle. The shipping at the adjacent docks was crowded with eager spectators, and the river displayed a gay assemblage of sailboats and rowboats. Hundreds of people gathered on the Williamsburgh side of the river, whence an excellent view could be obtained. The great ship accommodated nearly a thousand visitors on her ample deck.

At 8:15, Admiral Gregory, accompanied by Commodore Ringgold and Staff, came on the ground, and occupied a special stand near the bow of the vessel, from whence they were enabled to overlook the whole ground and see the vessel glide off the ways and across the river. About this time the carriages came rolling into the yard, and their fair occupants went on board, where they enjoyed themselves in inspecting the internal arrangements of this wonderful ship. Dodworth's band were stationed in the yard, and performed a number of their choice productions, until a few minutes before 9 o'clock, when they went on board, and taking their station upon the roof of the casemate, enlivened the scene with appropriate music.

At precisely 9 o'clock there were abont 900 persons on board, and more were ascending the gangway ladder, tickets in hand, urging forward for admittance, which was gained through one of the amidship ports. An immense throng filled the yard, and the dull, heavy sound of the hundred wedge-drivers under her bottom, thugged out upon the dull, heavy atmosphere. Two minutes past 9 o'clock a hum ran along the edge of the throng next the ways. Three minutes past 9 a wild huzza rang out. She had started! and as she slowly moved down the ways the scene became intensely exciting; the wildest enthusiasm prevailed on board and on shore. Steam whistles screamed, bells rang, men hurrahed, boys shouted, ladies waved their handkerchiefs, and all seemed to enter into the spirit of the great spectacle presented to them. It was a magnificent sight, such as is rarely witnessed. The scene on board was novel and interesting; the motion of the vessel was scarcely perceptible, and so gentle that the most timid ladies felt at perfect ease.

The *Dunderberg* entered the water in a manner surprising to everybody conversant with launches. She cut the water like a knife, and did not raise a swell a foot in height. This fact proves the extreme beauty and fineness of her lines, and the faultlessness of her form, and was the subject of common remark among experienced shipbuilders and shipmasters, who know the importance of this demonstration.

Before the ship had been one hundred feet on her sliding trip, large volumes of smoke came rolling up from under her bows, and were blown by the high easterly wind back over the multitude assembled in the yard. This smoke was caused by the friction of the heavy weight—280 tons—going at such speed over the ways, which were lubricated with tallow and castile soap. The effect was beautiful in the extreme, and attracted much attention. No ship ever entered the water with more ease and grace and amid such thundering plaudits, and no man could receive more commendation than did Mr. Webb on this occasion.

As the vessel reached the river she was closely followed by five large and powerful tugs, four of which were seen checking her, by means of two large hawsers, but before she was "brought to" she was quite close to the Long Island shore. Capt. J. J. Comstock and Pilot John Magin, under whose superintendence she was handled, soon had one tug on each quarter, one on each bow, and one ahead, and in a few minutes she was turned around, and headed for the foot of Sixth-street, New-York. The arrangements of these two gentlemen were carried out as they always are, and not a ropeyarn was broken, or an egg-shell cracked in launching this great ship of 7,000 tons. No accident of the most trifling character occurred to mar the pleasure or enjoyment of the occasion; and in less than an hour from the time she started from her cradle in New-York, she had crossed the East River twice, and was in her berth safe and sound as a nut.

Ashore and afloat everyone enjoyed themselves, all were delighted, and Mr. Webb was the recipient of hundreds of personal congratulations, and we may well be proud of him as a countryman, as well as a shipbuilder. The distinguished guests present were from every grade of foreign and home notoriety, and the list would be too lengthy for publication.

It will be several months before the *Dunderberg* will be ready for service, now that we have no pressing need of her; but should her services be required, it would not take long to fit her out for active duty. In her we have truly a great ship; one that has, perhaps, no equal in the *world*.

DESCRIPTION OF THE VESSEL.

The *Dunderberg* is a sea-going iron-clad frigate ram of 5,090 tons register, 5,000 horse power, and is to carry an armament of four 15-inch Rodman and fourteen 11-inch Dahlgren guns. With these few facts before us, we will be able to comprehend in some small degree the magnitude of the vessel as well as the enormous power of her heavy armament, which, numerically, in calibre has no equal in the history of naval architecture and ordnance. The *Dunderberg* originally, was intended to be provided with two revolving Timby turrets, placed upon the top of the casemate, but wise counsels prevailed, and the casemate was lengthened and the turret plan abandoned, and we believe to the best interests of the vessel, and certainly to her appearance, and perhaps effectiveness. Before proceeding to give our readers a detailed description of this truly formidable vessel, we will put before them a statement of her principal dimensions and features:

Extreme length, 380 feet 4 inches; extreme beam, 72 feet 10 inches; depth of hold, 22 feet 7 inches; height of casemate, 7 feet 9 inches; length of ram bow, 50 feet; draft when ready for sea, 21 feet; displacement, 7,000 tons; tonnage, 5,090 tons; weight of iron armor, 1,000 tons. Dimensions of engines and boilers, &c., are as follows: Boilers, 6 main and 2 donkey, total 8 boilers; depth of boilers, 13 feet, height of boilers, 17 feet 6 inches; length of boilers, 21 feet 5 inches; weight of boilers, 450 tons; boiler surface, 30,000 feet; grate surface, 1,200 feet; condensing surface, 12,000 square feet; pitch of propeller, 27 to 30 feet; weight of propeller, 34,586 pounds; capacity of coal bunkers, 1,000 tons; actual horsepower, 5,000; nominal horsepower, 1,500.

The inception of this vessel was made before the monitor vessels began to be known, but it was generally believed by all shipbuilders and many naval officers that the plan was not feasible, and a vessel of her proportions and peculiarity could not be built and launched with safety, or be of service when, if ever, completed. Despite all the gloomy prophetic forbodings of these people, Mr. Webb perfected his plans, and at last the Navy Department reluctantly gave orders for the building of this great and powerful ship, and we do not deserve to be thought vainglorious or boastful when we say that we believe her to be the best war vessel afloat, either for strength, power or speed, in the world. It is true, her speed has not yet been tested, but we have the same guarantee that we had when we stated what might be expected of the two Italian iron-clad frigates built by Mr. Webb two years ago. It is true, that whatever Mr. Webb promises he is sure to perform. As a shipbuilder he can point with pride to the *General Admiral* for the Russian navy, the *Re d'Italia* and *Re don Lnigi d'Prtogalo* of the Italian navy, the late *Harriet Lane* of our navy, as specimens of his skill and inventive genius, and as Americans we should be proud of him as a countryman.

The peculiarity of the model of the *Dunderberg* has naturally attracted much attention, and caused much discussion among naval architects; it is certainly new and novel, but the principle demonstrated will no doubt create a new era in shipbuilding, especially for heavy armed ships. The floor is flat and the sides slope up and outward at an angle which it is believed will make this vessel very easy in a sea-way; far more so than the sea-going iron-clads of Europe. Those who have been favored with a view of the cross-sections of the *Warrior*, *La Gloire*, or even of our *Dictator*, cannot fail to see the buoyancy and ease with which the *Dunderberg* must sit in the water and move to the motion of the waves. It is expected that she will be as comfortable while crossing the ocean as an old-fashioned sailing frigate.

While great care has been taken by Mr. Webb to make this vessel safe in deep water, resistless in attack, he has not lost sight of the necessity of offering the greatest possible resistance to the shot of an antagonist. For this purpose he has combined a huge mass of timber with the protective powers of the best hardened iron plates, which are four and a half inches in thickness. This cladding will be secured to the hull and casemate by means of screw bolts, which will not pass through the sides; consequently, in action, there will be no bolts or bolt-heads or nuts flying about the decks, killing and maiming the crew.

The hull of the ship is composed of several hundred thousand feet of the best seasoned timber, put together in the most thorough manner. Her floor is flat, the sides angular, and the ends extremely sharp. The hull bears upon its upper deck a long casemate, in which all of her armament will be placed. It is pierced with twenty-one gun-ports. The main hull is built of several layers of logs or square timbers, so securely bolted together that it does not seem possible that any ordinary accident could seriously damage her. This huge fabric is trussed and braced with diagonal straps of iron, which are bolted inside of the solid frame. The hold, from the main deck to the keel, is 22 feet 7½ inches in depth, which gives her a register of 5,090 tons.

Longitudinal and transverse bulkheads divide the vessel at intervals, giving her strength and security in case of stranding or being injured in action. The engines and boilers are inclosed by transverse iron bulkheads, which reach from the floor up to the main deck.

Space will not permit us at this time to enter as fully into the merits of this great ship as her magnitude and importance would seem to warrant. Suffice it to say that every precaution has been taken to make her safe, comfortable, and invulnerable in attack, as well as to guard against any accidents which are common to all vessels.

The casemate is the protection provided for the guns and men in action, and is truly a wonderful combination of strength, mechanical roominess, and, in fact, of all the requisites of a war vessel which will occupy her position in event of actual service. It is built upon the spar deck of logs several feet in thickness, securely bolted together. It is nearly nine feet in height, and is full seven feet in height inside. The top is covered with a heavy wooden deck, over which is laid another iron bomb-proof deck, making it impervious to shot and shell. The casemate will contain four 15-inch guns; and from twelve to fourteen 11-inch guns of the Dahlgren pattern. The casemate extends from the outer edge of the hull, which rises up at an angle of 35 degrees, upward and inward at an angle of 55 degrees, which is deemed capable of throwing off the shot and shell of an antagonist with perfect ease. In the after part of this gun-room will be located the cabins of the commanding officer. These rooms will be light and airy. In action all the bulkheads of the cabin can be speedily removed and the whole deck made free for the use of fighting purposes.

One enormous keel and five kelsons give strength to the ship, and aid in supporting the great weight overhead.

The ram of the *Dunderberg* is a part of the vessel itself, and not a detached mass, as is the case of most ram-ships. To form this beak, the ship is solid for over fifty feet, and sharpened off so as to form this terrible instrument of destruction. This is sheathed over with heavy armor, to prevent its being injured while ramming a vessel.

The hull of the vessel varies in thickness from three feet to six feet at the water line. This is solid wood. The inner hull of the vessel forms the coal bunkers. Both hulls are caulked inside and outside, so that the *Dunderberg* is actually a double ship.

The accommodations for the officers and crew will be unequaled for room, ventilation and general comfort and convenience. Light and air will be furnished by the best known mechanical and artificial means, while the ship will have natural advantages for these great requisites for health and comfort equal to any class of vessel afloat.

The grand tackling of the ship will be in keeping with her magnitude and requirements, and of the best possible material.

The magazines and shell rooms will be very large and conveniently situated—one forward and the other aft. Numerous powerful pumps are placed about the ship, for the purpose of freeing the ship of water, in case of fire, and for sanitary purposes.

One thousand tons of iron armor will be expended in clading the *Dunderberg*. 500 tons are already in position. The plates on the hull are from 12 to 15 feet in length, 3 feet in width and three and a half inches in thickness, and are screw-bolted to the wood cushion by 1½ inch bolts. The plates are placed vertically on the sides. The casemate armor is 4½ inches in thickness and secured and placed in the same manner as on the hull. These slabs are over 8 feet in length and 28 inches in width. The iron used in the manufacture of the plates is of the best quality. The deck is covered with thick armor as well as the top of the casemate.

The pilot-house is six feet in diameter, seven feet in height, and ten inches in thickness, and is situated on the forward part of the casemate.

A long shelf extends out aft, under which are concealed the propellor-screws and two rudders. These vital parts are protected with great care and strength, and a rare amount of skill has been displayed in the arrangement of the protector. In addition to the main rudder, there is one placed above and forward of the propellar, which can be put in operation the instant any accivent should occur to the main rudder.

The *Dunderberg* will have two masts, the forward one being fitted with yards, and she can spread several thousand yards of canvas.

THE ENGINES, BOILERS, ETC., ETC.

The *Dunderberg* will have two horizontal back-acting condensing engines, of 5,000 horse-power. They have been constructed by John Roach & Son, at the Etna Iron Works, in this city, and are pronounced by a board of naval engineers, who inspected them a short time since, as the best pair of engines in the country. They are massive, powerful and reflect great credit upon their designer and builders. Mr. Erastus W. Smith, an engineer of great skill, is the constructing and superintending engineer on the part of Mr. Webb, Mr. Thomas Mann representing the Etna Iron Works, and the whole being under the general superintendence of Chief-Engineer W. W. W. Wood, U. S. N., whose thorough sea-going familiarity, combined with an extensive practical as well as theoretical knowledge of his profession, places him at the head of our naval engineers. Assistant Engineer W. K. Purse has been present as resident inspector, and together these able gentlemen, who have labored together in the greatest possible good faith and harmony, have produced a mass of machinery which we as Americans may well feel proud of.

The cylinders are each 100 inches in diameter with 45 inches stroke of piston, and are placed on the starboard side of the vessel side by side. The engines are provided with Allen's patent surface condenser 10 feet wide, 26 feet long, and 5 feet deep. The air circulating and condensing pumps are worked by independent engines; each engine has a bilge pump. There are four blower engines with very large blowers for ventilating purposes. There is also a reversing engine for each of the main engines, so that a boy could manage them. The engines will make 60 revolutions per minute ordinary steaming, with 25 pounds pressure.

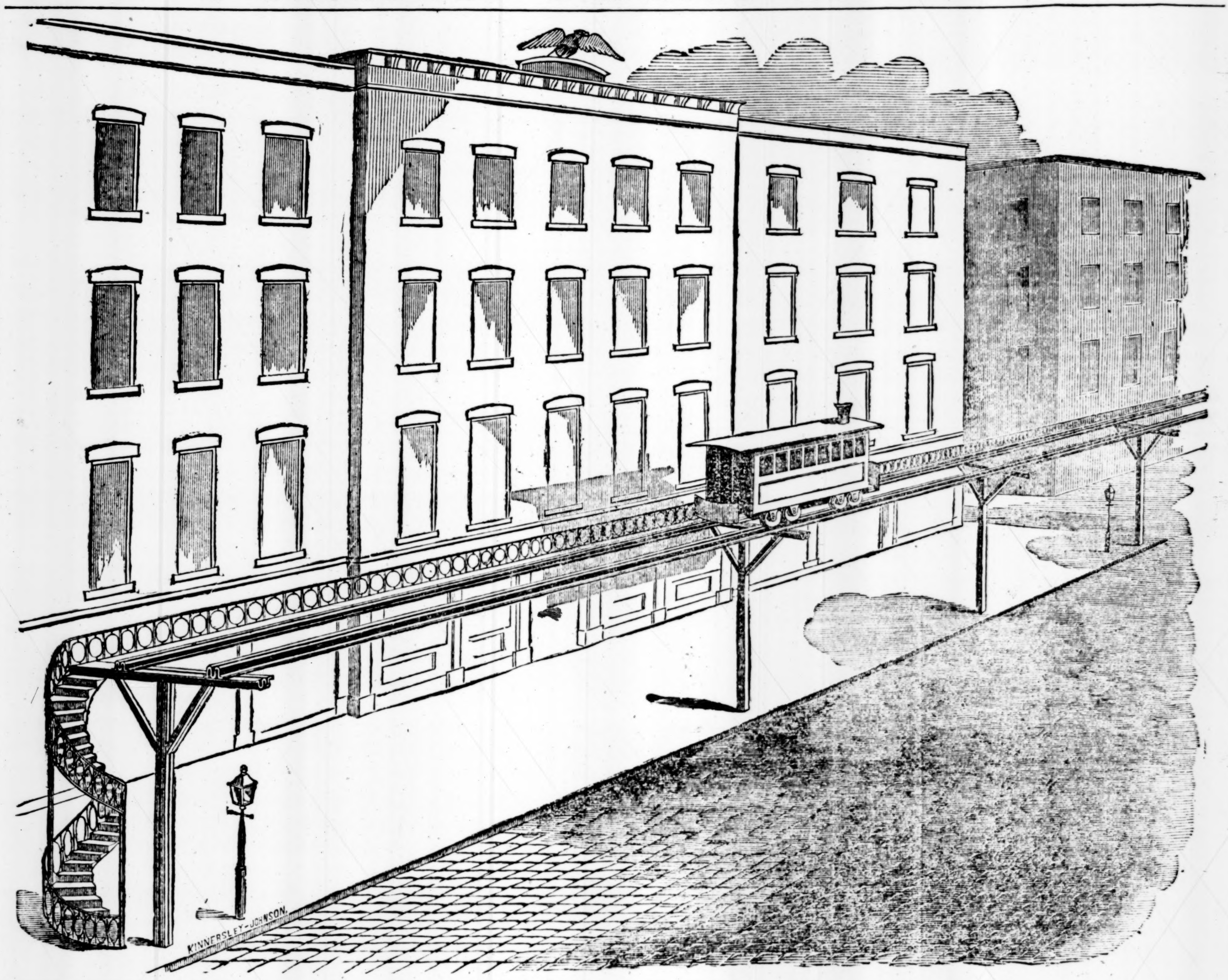
The propeller shaft is 118 feet in length and 18 inches in diameter. The main journals, four in number, are 40 inches in length and have hollow brasses for water circulation, and it is believed that they will give no trouble by heating or melting. There are thirteen collars at the thrust bearing and a ball thrust as additional safety.

There are six main and two donkey boilers. The main boilers are 13 feet deep, 17 feet 6 inches high, and 21 feet 5 inches front, with sixty furnaces in two tiers. The smoke-pipe is 13 feet in diameter, and is shot-proof when it passes through the casemates. The most perfect ventilation will be maintained in the boiler-room at all times. The cost of the engine and boilers will be over a half million of dollars. The contract rate of speed will be *fifteen knots per hour.* In every respect the *Dunderberg* will be the ship of the age, and her performances will no doubt create a sensation here as well as in Europe. She will receive her boilers and the balance of her engines as soon as they can be put on board.

THE DICTATOR ON HER TRAVELS.

The *Dictator* arrived at Newport on the 14th inst., and anchored off Bateman's Point. She was expected to leave there on the 20th, but we have not yet been informed if she has sailed in pursuance to the plan of the programme laid down for her. It is proposed to touch at Halifax next, and before crossing the ocean.

A BROADWAY AIR-LINE RAILROAD.


KINNERSLEY-JOHNSON.

We do not hold ourselves at all committed to the enterprise hereinafter described. But, as a matter of public interest, we think it merits notice:

The condition of Broadway, and its incapacity to adequately meet the requirements of so important a thoroughfare, have long had the serious consideration of the community. The peculiar conformation of Manhattan Island, confining the extension of the city to one direction alone, with the ever-growing business and rapid increase in population, have each contributed to throw into the lower, or more commercial part of the city, an amount of traffic so vast that its superficial extent is not equal to the demands made on it. This concentration needs of course the most direct available communications, and Broadway necessarily becomes the main channel. It is not intended to enlarge on the many and great inconveniences attending this over-crowding of our principal street; these are felt by all; but to consider the practicability of remedying them.

Many projects to this end have been suggested; and among the most feasible, perhaps, were that of an under-ground railroad, and of a railroad carried on arches over the sidewalks. Serious, and perhaps fatal objections have, however, been made to both these schemes; and it is now proposed to introduce to notice a plan invented by a gentleman of this city.

This gentleman claims to be the inventor of a peculiar form of corrugated metal beam, which combines extraordinary strength with a lightness before unknown to any similar structure. It is proposed to construct, of iron, in this form, an "Aerial Railroad," from Bowling-green to Union-square; consisting of fonr parallel beams, forming the double track for cars; laid on cross beams occurring at intervals of 25 feet along the line, these being supported each by a column 15 feet in height placed on either side of the street. The car-wheels will be cast so as to sink into and fit the depressions of the longitudinal beams on which they run. The road, thus built, will be a simple and light frame-work, offering no obstruction to light; it will give rise to no impediment to the full use of both street and sidewalk, and not interfere in any way with the buildings on either side. Ingress and egress will be had by means of spiral staircases at convenient intervals.

It is specially claimed for a railroad constructed on this principle and of this material, that, at a cost insignificant when compared with the outlay required for all other designs for the same purpose, Broadway is at once supplied with the relief so much sought for, and a thoroughly safe and commodious means of rapid transit provided for any required number of passengers from and to any desired points on the route; while, in lieu of cumbrous or unsightly means to attain the desired end, this method will at least insure a light and neat, if not ornamental, structure.

This form of iron has been subjected to the severest tests, and nothing can compare with it in strength; and as the process of manufacturing discloses any flaw in the metal, every beam made is necessarily perfect, and the security of the whole structure rendered certain. The proposed fitting of the wheels to the rail, with the flanges sinking deeply into the depression of the beam will preclude all possibility of their running off the track, though as no curves occur in the line, no such tendency can be apprehended.

The advantages of this Aerial Railroad over others proposed will be seen most particularly in the construction, though its evident superiority in many other vital points cannot fail to strike the reader. In the first place, the actual bulk of material necessary for the work is so greatly reduced by the *form* of the metal employed, that its cost, as before stated, will be comparatively trifling; and some idea may be gained of this enormous saving when it is stated, that the beam, of a fitting size for employment in this undertaking, will, notwithstanding its prodigious strength, weigh only forty pounds per yard. Another important consideration is the little time consumed in the erection, which is estimated at less than sixty days; this will, of course, make the outlay for labor very small, and as a consequence materially lessen the comparative cost. It is evident from the nature of the road as described, that no impediment need arise to the regular business of the street during any part of its construction, which in itself is a matter of considerable moment.

When complete, the railroad will be entirely independent of the street, and in no way interfering with it excepting as sharing its duties as a medium of transit; and in this view it presents many favorable aspects. Landing-places may be made with great ease and at any number of points desired, giving great superiority in this respect over the tunnel scheme; while from the fact of the road being wholly devoted to one purpose, and without possibility of obstructions on it arising, a high average rate of speed can be obtained. There being no part of the structure admitting the lodgment of snow in any quantity, no suspension of travel in the winter can be apprehended from that cause. It may here be observed that the space on Broadway between the curbstones is amply sufficient for four tracks, should it be deemed advisable at any time to use them; and this would allow of through trains being run at a very high speed without interfering with the others. It is scarcely necessary to allude to the obvious facility for the superior ventilation for the cars, though this very essential matter should not be overlooked.

It is proposed to drive the cars by a dummy engine, so constructed as to afford no reasonable ground of objection; and which would give an opportunity of comfortably heating the cars during the winter. Stationary engines are, however, quite applicable to the purpose. They would keep in motion an endless wire cable, to or from which the cars may be attached or detached at pleasure.

The extremely economical auspices under which this undertaking would be inaugurated, together with the great facilities and comforts it would afford, could not fail to make it highly popular; while the transfer of so large a portion of the travel of the street to another medium of conveyance entirely apart from it, would undoubtedly result in giving the fullest possible measure of relief to Broadway.

The accompanying drawing will show the appearance of the air line in actual operation, and will afford some idea of the extent to which the roadway will incumber and disfigure the streets.

THE LATE DISASTER AT SEA.

How the Passengers of the William Nelson were Saved by the Lafayette—Particulars of the Burning of the Nelson—Names of Passengers Saved.

Correspondence of the Evening Post.

On Board Steamship Lafayette,
Between Brest and Havre,
Thursday, July 6, 1865.

We left New-York at 9 o'clock on the morning of June 23, in the steamship *Lafayette*, for Havre, with three hundred passengers, among whom were President King, of Columbia College, New-York, with his wife and four daughters, Dr. Stetswood, Judge Pierrepont, Mrs. Spencer, wife of the Ex-Consul at Paris, Mme. La Barronne, wife of the Russian Minister at Washington, Mme. Vockel, and Mr. Jones, of the New-York Times, and family. The second day out, the ship was stopped for two or three hours to repair a slight damage to the machinery by too much friction. No one expressed surprise. No one saw the hand of Providence in this little delay. The round of eating, drinking and tâte-é-tête went on the same. To avoid fogs and icebergs, Capt. de Bocande had taken a more southerly course than ever before, prolonging our voyage, and going quite out of the usual track of ships; and no one saw a special Providence in this.

THE WRECK AND THE RESCUE.

On Tuesday, the 27th, the sky was without a cloud, the sea smooth and the air superb. The deck of the steamer was luminous with happy faces. But a few moments after we had taken our seats at the dinner-table, at 4:30 P. M., the ship suddenly came to a stop. No notice was taken of this. In an instant more we heard hurrying steps on the deck, and a cry of "A wreck!" "A wreck!" brought us all to our feet. We rushed up the gangways, and saw a little to the south-west of the *Lafayette* two frail boats filled with half-naked men and women pulling toward us for life.

As they neared the side of our ship, their upturned faces beamed as if the gates of Heaven were opened to them. The steps of the *Lafayette* were lowered, and thirty helpless beings were rescued from a watery grave. With a tender hand Capt. de Bocande received them one by one, and caused chairs and mattresses to be brought for those who had not strength enough to stand. The sufferers were silent. Tears alone showed their gratitude.

Now ensued a great moral lesson for the non-believers in the innate goodness of the human heart. There was scarcely a dry eye among the hundreds that crowded the deck of the *Lafayette*. Tears stood on manly cheeks and in eyes unaccustomed to weep. Ladies took from their persons rich silks and stuffs to clothe unfortunate women. Gentlemen doffed their broadcloth for the comfort of the men, and weeping sailors stripped themselves for the benefit of their fellow seamen.

The kind pursers conducted those that could walk into the cabin, and placed the best of the ship's board before them; and the helpless were fed like babies. We saw sailors forcing small pieces of bred dipped in wine, between the parched lips of the shipwrecked seamen. In as short a time as possible they were all made comfortable and the history of their misfortune ascertained. They were passengers in the *William Nelson*, from Antwerp, which had been burned at 12½ o'clock on the 16th instant, in lat. 40 21, long. 50 22.

Two boats were yet out; the long-boat, containing thirty-seven persons, and a small-boat containing fourteen, and a raft on which were about one hundred others.

THE THIRD BOAT.

Captain de Bocande immediately put his ship about and went in the direction of the wreck of the *William Nelson*, with the hope of saving more lives. At 5½ the sailors at masthead cried, "*Another boat!*" In about an hour we made a Russian bark, bound to the south of France, which picked up the small boat containing fourteen, before we reached her. These consisted of a family of six, the father and mother and four children, the youngest only eight weeks old, and eight seamen. They were nearly exhausted, and to render them more comfortable, and to forward them to their homes with more speed than was in the power of the Captain of the bark, Capt. de Bocande caused them to be transferred to the *Lafayette*, making in all forty-four that the sea had rendered up to his care.

As the purser of the *Lafayette* handed up these little children to the ladies on deck he kissed each one of them with a tenderness that brought tears to many an eye.

The long-boat and the raft were still out. With a promptness and humanity that won the hearts of all on board, Capt. de Bocande cruised in the vicinity of the wreck, firing cannon and rockets till nearly morning, but could neither hear nor see anything of the boat and raft. He then put his ship on her course. If the *Lafayette* had not been delayed the second day out, she would have been seventy-five miles beyond the scene of the wreck of the *Nelson* at the time she picked up her passengers. This and the southerly course of the *Lafayette* is something for all to think of.

ACCOUNT OF THE BURNING OF THE NELSON.

William Rothstein's account of the burning of the *William Nelson* I have obtained, as follows:

The *William Nelson* was a first-class packet-ship of New-York, commanded by Capt. Levi Smith. She left Antwerp on the 2d of June, and Flushing on the 4th, for New-York, with five hundred and fifty souls on board. On the voyage there had been two births, sixteen cases of fever and six deaths, making frequent fumigations of the ship necessary.

The morning of the 26th Rothstein descended into the ship where the sick were lying, and found the air so infected as to make fumigation immediately necessary to insure the safety of the passengers. Capt. Smith gave Mr. Rothstein charge of cleansing the ship, which is done by dipping heated irons into tar and swinging them through the air. During this process one of the men employed in fumigating let a red-hot iron fall into the pail of tar, which instantly blazed up as high as the ceiling. Rothstein, who stood behind the men, directing them, caught up a mattrass and flung it and himself on the pail of blazing tar, with the idea of smothering the flame, when it exploded and threw him and the mattrass backward ten feet. The men now becoming alarmed, threw upon it straw beds and other combustible substances, which burned like torches. In ten minutes the flames burst up the hatchway, and were running up the mainmast and rigging like fiery serpents.

The scene now was indescribable. The flames bursting out in the middle of the ship divided it into two parts, separating friends and families, and driving them to the extreme ends of the burning vessel. Some became frantic and leaped into the sea. Others flew up and down the deck wrapped in the flames of their clothes, rending the air with their shrieks. Strong men clenched in deadly combat for the possession of a life-preserver or a spar, and ghastly men and women, with infants lashed to them, swung themselves outside the ship by ropes, to which they clung until the fire burned them in two and let the sufferers down into a watery grave.

About one hundred persons had gathered on the bowsprit when the foremast fell, killing many and hurling the rest into the sea. When the fire first broke out ten sailors seized the long-boat, capable of holding sixty or seventy persons, and rowed off. They were prevailed upon to return and take in twenty-seven passengers.

Capt. Smith, the two mates, Rothstein, and as many of the sailors as they could control, lowered the three small boats, (none of them seaworthy,) and placed in them Rothstein's wife and four children, and the rest of the *Nelson's* passengers picked up by the *Lafayette*. As the boats were rowed away from the burning ship, some chickens, to escape the flames, flew after them and alighted on the shoulders of the passengers. A fat pig swam up to one of the boats and indicated a desire to be saved. He was picked up, and showed his gratitude by remaining quiet in the bottom of the boat. Some of the chickens had appeased the hunger of the voyagers before they were rescued.

When Capt. Smith and Rothstein could do no more for the sufferers, they leaped into the sea and swam away, more to escape the cries of those whom they could not aid than to save their own lives. After having been in the water about two hours, they were picked up by one of the boats.

CHRISTENING OF A SHIPWRECKED CHILD.

On Wednesday, June 28, at 3 P. M., the passengers of the *Lafayette* assembled on deck to witness the baptism of the son of William Rothstein, only a few weeks old. A Prayer-book and a silver cup, containing water, were placed upon a table, and the little fellow was brought forward to receive the prenomens Lafayette Bocande, the names of the ship and the Captain who saved him from an early grave. President King, of Columbia College, New-York, officiated.

A SUBSCRIPTION.

After the ceremony Judge Edwards Pierrepont made some remarks touching the condition of the passengers of the *Nelson*, and proposed that a subscription be taken up for their benefit.

In a few minutes six hundred dollars in gold were raised and divided among them. Most of the passengers saved from the wreck of the *Nelson* are Americans.

STELLA.

PASSENGERS AND CREW OF THE WILLIAM NELSON SAVED.

Our correspondent incloses the following list of the passengers and crew of the *William Nelson*, who were saved by the *Lafayette*:

PASSENGERS.

First Cabin—Mrs. G. H. Smith, of New-York; Miss Georgia Smith, (daughter;) Miss Emilie Alden, New York.

Second Cabin—William Rothstein and wife; Mary Klinck and four children, New-York; William Eccard, brewer, Baden; Hugo Frinks, brewer, Prussia; Leons Egli, farmer, Switzerland; George Kretz, fireman, Baden; Johann Moosbrugger, farmer, Baden; Matthus Moosbrugger, farmer, Baden; Theodor Moll, trader, Switzerland; Sebastian Gottstein, farmer, Baden; Christian Muller, farmer, Wurtemberg; Stephen Sanguinetti, farmer, Italy; Theodorine Gintzberger, France; Mina Gambs, Holland.

CREW.

Capt. L. Smith, New-York.
James H. Copeland, first officer.
S. J. Peterson, second officer, New-York.
John W. Hadley, carpenter.
Charles Rondatt, steward.
Thomas Warren, storekeeper.
John H. Brown, (colored,) cook.

Seamen—John Mageme, Thos. Larcom, Albert Cushman, H. W. White, Henry Johnson, David Richard, Andrew Nelson, Jas. Miller, Peter Muller, Fred. Grenberg, Archibald Silart, Jas. McDonald, Stephen P. Hadley, August Flamaud, passenger cook; Mary Warren, stewardess.

The Steamer Lafayette and the Wrecked Vessel William Nelson.

At a meeting of the passengers on board the French steamer *Lafayette*, upon the motion of Judge Pierrepont, of New-York, President King, of Columbia College, was called to the chair, and Mr. Geo. Jones, of the New-York Times, was made Secretary, when the following resolutions were adopted:

Whereas the French steamer *Lafayette*, Capt. A. de Bocande, on her voyage from New-York to Havre, June 27, 1865, when in latitude 41 degrees 21 minutes, longitude 50 degrees 22 minutes, fell in with two small boats, filled with persons floating from the wreck of the American emigrant ship *William Nelson*, Capt. Levi Smith, which left Antwerp for New-York on the 2d of June, with 552 souls on board, and when twenty-four days at sea, was destroyed by fire, which happened while fumigating the ship, to stay disease which had broken out among the emigrants.

Capt. de Bocande, learning from those rescued that two other boats were afloat, immediately put his ship out of her course in search, and just at nightfall descried one of the boats as she was nearing the Russian bark *Ilmari*, Capt. Adolphe Niska, which took up the nearly exhausted sufferers.

Capt. de Bocande steered for the Russian vessel, stopped his steamer, and took the saved passengers, fifteen in number, upon his own ship, and with the promptest care provided for their immediate wants, thus saving forty-two persons from the wrecked ship, and then continued his search for the other boat, firing cannon and rockets until late at night, in the hope of rescuing yet more.

The *William Nelson* took fire at 12:30 A. M. on the 26th of June, and the first boat was taken up at 5 P. M. on the following day. No water was upon either of the boats; upon one there was no food, and upon the others only raw meat. Of those saved there were seven women and four children, one of which was less than three months old.

In these acts of humanity, the *Lafayette* was put off her course and delayed many hours, and all this was done by Capt. de Bocande with the most cheerful zeal and unselfish humanity; and we, the passengers on board the *Lafayette*, who have witnessed the whole, in public meeting assembled have

Resolved, That our duty and our pleasure alike impel us to give public testimony to the delicate kindness and devoted humanity which marked the noble conduct of the Captain of the *Lafayette* throughout this memorable occasion.

Resolved, That in stopping his ship in mid ocean, in turning from his course, in delaying his voyage, in taking those rescued by the Russian ship upon his own, that they might be better cared for and sooner restored to their friends, we recognize a brave heart in a generous and skillful commander, which should commend him to the world.

Resolved, That from the beginning of the voyage to this hour the conduct of Capt. de Bocande has been signally marked by the most watchful care and fidelity to the duties of his ship, joined with the most impartial courtesy to all his passengers; and that with those so providentially saved we join in humble gratitude to God, and in thanks to the Captain of the *Lafayette*, and all his gallant officers and generous men.

Resolved, That a copy of the proceedings of this meeting, authenticated by the Chairman, Secretary and mover of these resolutions, be presented to Capt. de Bocande, and be published in the newspapers of Havre, Paris and New-York.

Done on the steamer *Lafayette*, off the harbor of Brest, July 4, 1865. CHAS. KING, Chairman.
George Jones, Secretary.
Edwards Pierrepont, mover of the resolutions.

THE FORT FISHER EXPEDITIONS.

Reports of the Committee on the Conduct of the War.

Gen. Butler Justified by the Committee for Not Assaulting the Fort—Why the Second Expedition Proved Successful,

In the Senate of the United States, January 12, 1865, on motion of Mr. WILSON,

Resolved, That the Committee on the Conduct of the War be directed to inquire into the causes of the failure of the late expedition against Wilmington, North Carolina, and to report the facts to the Senate.

The Joint Committee on the Conduct of the War, in June, 1865, submitted the following report:

As early as 1862 the Navy Department appears to have been aware of the importance of closing up the Cape Fear River, in order to prevent the introduction of supplies for the rebellion, by means of blockade running. The military authorities of the government, however, did not feel themselves in a condition to furnish the necessary land force for that purpose until the close of the Summer of 1864. At that time Gen. GRANT expressed his readiness to furnish the requisite number of troops, and gave it as his opinion that he could do so by the 1st of October.

Vice-Admiral FARRAGUT was selected by the Navy Department to take charge of the naval force, but was unable to assume that duty on account of ill health. Rear-Admiral PORTER was then transferred from the command of the North Atlantic blockading squadron, and assigned to the duty of preparing and taking charge of the naval force to operate against the defences of the Cape Fear River and the town of Wilmington.

Maj.-Gen. GILLMORE was designated by the War Department to take command of the land forces to accompany the expedition. Gen. GRANT objected to this selection, and selected Maj.-Gen. WEITZEL for that purpose. Subsequently Gen. BUTLER announced his intention to accompany the expedition with Gen. WEITZEL, the scene of operations being within his department, and the troops being from his command. Although until Gen. BUTLER expressed his intention it may not have been expected that he would accompany the expedition, no objection was made by Gen. GRANT to his doing so, notwithstanding he had ample time and power to have ordered otherwise.

Preparations for the expedition were carried on with the expectation at first that it would start by the middle of October. The original intention appears to have been to collect the fleet at Port Royal, in order to lead the rebels to regard the expedition as one against Charleston. But for some reason, which does not fully appear, that intention was changed, and the fleet was collected at Hampton Roads. Owing to the information obtained by the rebels of the destination of the expedition, Gen. GRANT determined to delay it until a more favorable opportunity presented itself. Upon learning that a portion of the rebel garrison at Wilmington had been sent to increase the forces opposed to Gen. SHERMAN in his march across the State of Georgia, Gen. GRANT gave orders for the prompt sailing of the expedition.

A powerful fleet was assembled—the most powerful ever known, at least upon this continent—under command of Admiral PORTER. The land force consisted of 6,500 infantry, two batteries of artillery, and a few cavalry. On the 13th and 14th of December the expedition started, Gen. BUTLER, with the army transports, proceeding to a place twenty-five miles off New Inlet. Admiral PORTER, with his fleet, proceeded to Beaufort to complete taking on his ammunition and supplies, including some powder for a vessel proposed to be exploded before Fort Fisher, and some ammunition for the monitors, which (for safety) were towed light from Fortress Monroe to Beaufort.

While the fleet was at Beaufort taking on supplies, Gen. BUTLER, with his transports, was lying off Masonboro Inlet, during three days of very fine weather, having reached there during the night of the 15th December. By the time Admiral Porter and his fleet reached the place of rendezvous, there were signs of approaching bad weather, and on the 19th Gen. BUTLER, with his transports, proceeded to Beaufort for shelter, and also to renew his supplies of coal, water, and provisions, which had become necessary. Beaufort was seventy miles distant from Fort Fisher.

On Friday, the 23d of December, Admiral PORTER gave orders that the powder vessel be sent in as near Fort Fisher as possible, and exploded that night at 1 o'clock. Information of what he proposed to do was sent to Gen. BUTLER, but did not reach him until Saturday morning, when he immediately started for Fort Fisher, ordering the transports to follow as rapidly as possible. The powder-boat was exploded a little before 2 o'clock on Saturday morning, and the navy commenced their bombardment about noon of that day. Admiral PORTER states that he deferred commencing the bombardment until that time, in the hope that Gen. BUTLER would arrive; but finding he had not come by 12, he opened upon the fort, and continued firing until sunset.

After the arrival of Gen. BUTLER, Gen. WEITZEL and Col. (now General) COMSTOCK, of Gen. GRANT'S staff, were sent to confer with the Admiral in relation to operations the next day. At 6.30 A. M., Saturday, Gen. WEITZEL and Col. COMSTOCK arranged with Admiral PORTER concerning the landing of the troops. Some 2,000 or 2,300 men were landed, and Gen. WEITZEL was ordered to reconnoitre the fort, ascertain as nearly as possible its condition, and report as to the practicability of assaulting it. Having done so, he reported that it was not advisable to attack. His testimony upon that point is as follows:

"After that experience [in assaulting military works] with the information I had obtained from reading and study—for before this war I was an instructor at the Military Academy for three years under Prof. Mahan, on these very subjects—remembering well the remark of the Lieutenant-General commanding, that it was his intention I should command that expedition, because another officer selected by the War Department had once shown timidity, and in face of the fact that I had been appointed a Major-General only twenty days before, and needed confirmation; notwithstanding all that, I went back to Gen. Butler, and told him I considered it would be murder to order an attack on that work with that force. I understood Col. Comstock to agree with me perfectly, although I did not ask him, and Gen. Butler has since said that he did.

* * * * * *

Question—Upon deliberation and after all you have since learned, are you entirely satisfied with the opinion you then formed about attacking the fort?

Answer—Yes, Sir; I am fully satisfied, from all I have heard since, from the result of the second attack, and everything else—I am fully satisfied that I did my duty there."

Col. COMSTOCK, of Gen. GRANT'S staff, testified as follows:

Gen. Weitzel made an examination of the work, and reported to Gen. Butler that, in his opinion, an assault upon Fort Fisher would be impracticable.

Question—Did you accompany Gen. Weitzel on that examination?

Answer—I was not with Gen. Weitzel at that time. Later in the evening I was on shore, and made an examination.

Q.—To what conclusion did you come in regard to the practicability of an assault upon the work at that time?

A.—I cannot say that I formed a definite opinion at the time, as the question of assaulting had already been decided upon the report of Gen. Weitzel. I cannot, perhaps, give a definite answer to that question, because I allow my subsequent knowledge of the work to affect my opinion somewhat.

Q.—Was it a strong work?

A.—It was. I will endeavor to answer the question somewhat in detail. I saw the work the first time about the same time that Gen. Weitzel did, and at about the same distance. At that time none of our men had been in the work. I counted, I think, fifteen guns not injured, so far as we could see. I thought the work at that time very difficult of assault; I thought then the chances of success were not more than even. Later, however, perhaps a half or three-quarters of an hour afterwards, I saw Gen. Curtis, and he told me that some of his men had been in the work; that a horse had been taken out of the fort, and that the flag had been taken off the parapet by one of his men; and that there were not more than twenty rebels inside of the work, and that he believed he could take it with fifty men; I asked some questions about his sources of information, and he then said he could take it with a brigade. If I had been in command of the forces at that point, I should have made the trial to take the fort, simply because his men felt or thought they could go into the fort. My opinion as to the practicability of an assault when I first saw the work was changed subsequently by the statement of Gen. Curtis and the men who had been in the work.

Q.—On the supposition that the work was really not properly manned by the enemy?

A.—That was Gen. Curtis' idea. I did not think so. I suppose the men were all in the bomb-proofs, and I thought that if the enemy would let the men get up as close as Gen. Curtis' men did, I thought it possible that confident men could rush in in time to shut the rebels up in their own bomb-proofs. If the men had not had a strong belief that they could get it, I should have thought the chances of success were small. But with such a belief as that, 1,500 men could have done anything.

Q.—With the information that Gen. Weitzel had, would you have agreed with him, independent of what Gen. Curtis said to you?

A.—I should, from the information I had at that time."

In relation to the strength of the garrison of Fort Fisher and the effect of the bombardment, the rebel Gen. WHITING, (while wounded and a prisoner,) just before his death, stated, in answer to questions sent him by Gen. BUTLER, that,

Five (5) companies of the Thirty-sixth Regiment North Carolina troops and Adams' Light Battery, amounting to six hundred and sixty-seven (667) aggregate, was the number of the garrison at Fort Fisher on the 16th, 17th and 18th of December last.

On the 23d, 110 men, veteran artillery of the Tenth Regiment North Carolina troops, 50 sailors, and the Seventh Battalion Junior Reserves, about 250 strong, were thrown into the fort.

Q. 13.—Please state whether part, and if so, how much of the damage done to the fort by the fire of the navy was repaired during the night.

A.—Casualties first day: Killed, none; wounded, one (1) mortally, three (3) severely and nineteen (19) slightly; total 23. Five (5) gun-carriages disabled.

Second day: Killed, three (3;) wounded, nine (9) mortally, six (6) severely, and twenty-eight (28) slightly; total, 46. Damage but very slight; one (1) 10-inch, two (2) 32-pounder, and one (1) 8-inch carriages disabled. Damage repaired at night. Enemy's fire formidable and sustained, but diffuse and unconcentrated. Apparent design of the fleet to silence the channel batteries, in order to force an entrance with his vessels, and not to attack by land. The garrison was in no instance driven from its guns, and fired in return, according to orders, slowly and deliberately six hundred and sixty-two (662) shot and shells.

Q. 14. By reason of the cessation of the bombardment at night, were you not able to rest and recruit your garrison?

A. We were able to do both.

Q. 15. At the time of the landing, where was the supporting force, if any, to the fort?

A. Assembling at Sugar Loaf as fast as Hoke's people arrived.

* * * * * * * * *

Q. 17. At the time our skirmish line was deployed before the fort, what was the condition of the guns and defences upon the land side, as to a deficiency for a defensive purpose.

A.—The guns and defences on the land front were in perfect order at the time referred to, except two (2) disabled guns on the left; 19 guns in position; palisade in perfect order, and the mines the same, the wires not having been cut.

Q.—18. In view of the condition of the fort and its garrison, would it have been possible, with either three (3) or six (6) thousand men, to have taken the work by assault? (*Note.*—In answering this question, please give as many of the details for the reason you may give as possible.)

A.—Possible, yes. Probable, no. The work was very strong, the garrison in good spirits and ready; and the fire on the approaches (the assaulting column having no cover,) would have been extraordinarily heavy. In addition to the heavy guns, I had a battery of Napoleons, on which I placed great reliance. The palisade alone would have been a most formidable obstacle."

Upon the report of Gen. WEITZEL and Col. COMSTOCK, Gen. BUTLER determined that it was not advisable to make an assault. It will be remembered that Gen. WEITZEL was the officer whom Gen. GRANT says he intended should command the land forces accompanying the expedition, and Col. COMSTOCK was an officer upon Gen. GRANT'S staff. Both these officers were engineer officers of skill and ability, competent to judge of defensive works.

It will be observed, upon an examination of the testimony, that the naval officers who testified before your committee were of the opinion that Fort Fisher was much more injured by the bombardment, and, therefore, could be more easily carried by assault, than it was in the opinion of the army officers.

Gen. BUTLER also determined to withdraw the troops he had landed, and to return to Fortress Monroe. In this he may have not complied strictly with the letter of his instruction from Gen. GRANT.

Gen. BUTLER states, in his testimony:

"I will state what determined my mind against remaining on the beach near Fort Fisher. I was by no means unmindful of the instructions of the Lieutenant-General. He had directed me to remain if I had effected a landing. If I had effected a landing I should have remained. But a landing requires something more than to land 2,500 men, out of 6,500, on a beach with nothing but forty rounds in their cartridge-boxes, and where their supplies would be driven off the first storm. I did not think that was a landing within my instructions, therefore I deemed it much better for the country to withdraw, as I did; that it was much less risk, and much better for the future, for, if it was necessary, a sufficient number of men could hold the line of communication from Masonboro Inlet down to Fort Fisher; and if they could be spared from the armies around Richmond, could be sent down there where they could go in with six feet of water, and from thence operating against Fort Fisher, they could come prepared for a siege and remain there.

By going away I would draw off the enemy's attention. If I remained there it would keep my forces concentrated at that point; and if I was driven away by the storm that was coming up, then I should lose the men I had landed. I acted for the best according to the light I had."

Gen. WEITZEL testifies:

Q.—Did you and Gen. Butler fully concur in everything relating to the expedition and the execution of it? I mean what was done after the expedition sailed from Fortress Monroe?

A.—Yes. sir; that is, so far as I had information.

Q.—Was there anything done, or omitted to be done, which you would not have done, or omitted, if you had had full command of the expedition?

A.—Yes, sir. If I had had the instructions that Gen. Grant gave to Gen. Butler, I would have done one thing that Gen. Butler did not do; I would have entrenched and remained there. I should certainly have done that; and I have written to Gen. Butler that I was sorry he did not show me that letter of instructions, so that I could have advised him about that. There is where Gen. Butler clearly made a mistake. The order seems to be explicit that he should remain there. No matter what the difficulties were, that order would have covered him from any consequences.

Q.—Did the condition of things existthere which that order contemplated?

A.—I think so.

Q.—In relation to the landing of troops, &c.?

A.—I think so. The order simply said that if the work did not fall at once he was to entrench there. The object appeared to me to be to secure a landing, and to hold it after you had secured it.

Q.—Was there, or not, in your opinion, any difficulty in securing a landing that could be held? That is, could you have landed your whole force and the supplies necessary to sustain them?

A.—In my opinion, it would have been difficult to have done it; but still, with an order like that, a junior officer should obey it; and then the responsibility of such a step falls upon the one who gave the order.

Q.—You think it would not have been advisable to have done so had it not been in strict obedience to an order?

A.—Yes sir, I do think so, at that season of the year.

Gen. GRANT testified as follows:

Q.—The expectation was to surprise the fort?

A.—Yes, Sir; and my instructions were very clear, that if they effected a landing there, above Fort Fisher, that, in itself was to be considered a success; and if the fort did not fall immediately upon their landing, they were then to intrench themselves, and remain there and co-operate with the navy until the fort did fall. In my instructions, I provided for a bold dash for the capture of Wilmington, in case Fort Fisher did fall immediately upon the landing of the troops. If it did not fall, then they were to intrench, enter upon a siege of the place, and remain there until it did fall. And the capture of Wilmington would thus become a matter for future consideration. Gen. Butler came away from Fort Fisher in violation of the instructions which I gave him. From his own official report, it is evident that he forgot his instructions in that particular; his report shows that.

The rebel Gen. WHITING states:

Q. 19—Please state whether, with a force holding the beach, from the nature of the ground, and from the configuration of the channel of Cape Fear River, it would have been possible for the Confederates to have reinforced or provisioned the fort to any extent?

A.—No difficulty at all by the river.

* * * * *

Q. 21.—In view of the condition of the weather immediately following the demonstration of the 26th of December, and in view of the force that might have concentrated upon the peninsula, as well above as below the place of landing, would it, in your judgment, have been possible for 6,000 men, without artillery, to have held out there, without being captured or overwhelmed, from the 26th of December to 15th of January?

A.—No; and it is a matter of grave charge against Gen. Bragg that the whole force was not captured on the 26th of December. He had the force and the position.

* * * * *

Q. 24. Would you have deemed it the part of wisdom on the part of the commander of the Federal forces to have exposed his troops in the situation referred to in question 21?

A. I do not. Neither attack was practicable in the presence of the supporting force, provided that had been under a competent officer. The first landing ought assuredly to have been captured entirely; and as for the second, although deriving much greater advantages from the different mode of attack by the fleet, and though pressed with great vigor, it is due to the supineness of the Confederate General that it was not destroyed in the act of assault.

A novel feature was introduced into the first expedition against Fort Fisher, viz: a vessel loaded with a large quantity of powder to be exploded as near the fort as possible. The idea appears to have originated with Gen. BUTLER, in consequence of reading of the terrible effects of the explosion of a large quantity of gunpowder at Erith, England, some time before. He suggested it to the department at Washington, and they submitted it to their ablest engineer and ordnance officers for examination and report. Those officers, while not anticipating any very wonderful results from this new experiment, still deemed it of such importance as to recommend its trial. A suitable vessel was accordingly selected for the purpose, and loaded with powder, taken down to Fort Fisher and exploded. But the arrangements made for the instantaneous explosion of the powder were not such as to insure complete success, and the result of the trial was not as satisfactory as was expected. The time for the explosion was not such, in the opinion of your committee, as was proper to allow all the results which would have been attained by a more complete explosion to have been taken advantage of by the co-operating land force.

The resolution under which your committee have conducted this branch of their investigation had reference only to the first expedition against Fort Fisher. But the two expeditions were so intimately connected, it was so necessary to ascertain the facts in regard to the second and successful expedition, in order properly to understand the first and unsuccessful one, that your committee have taken what testimony they could obtain in relation to it. Some of the important witnesses they were unable to examine, in consequence of their absence in the field on active service. But enough testimony has been taken to elucidate all the leading important facts.

The naval force remained in the vicinity during some very stormy weather, while a second military force was organized under command of Gen. TERRY. This force consisted of some 8,500 men, with siege guns and intrenching tools. On the 13th of January the troops were landed on the beach above Fort Fisher, and proceeded to throw up entrenchments. The bombardment of the fort was resumed by the navy on that day, and was continued during the next day. The fire of the fleet was very heavy and exceedingly effective, disabling all the guns, except, perhaps, one or two on the land face of the fort, where the army was to attack.

On the 15th the bombardment was commenced, and in pursuance of previous arrangements, the fort was assaulted. The assault was begun about 3 o'clock in the afternoon by a column of sailors and marines, two thousand strong, attacking the fort on the sea-face. This assault, though made with great bravery, was repulsed with considerable loss. It proved beneficial, however, by attracting the attention of the enemy in that direction, enabling the army the more easily to effect a lodgment upon the other side. The contest was very severe, the rebels fighting obstinately, but were driven from traverse after traverse by the force of our troops, aided by the fire of the navy. After some seven hours' desperate and continuous fighting, the fort was taken and the garrison captured. Our troops and officers fought most bravely, and are entitled to the highest credit for their gallantry and daring. The navy coöperated most heartily with the army, and rendered every assistance in their power.

It will be observed, from the testimony, that there are several points of difference between the two expeditions. In the case of the first expedition, while the navy were prompt and active in the bombardment and the landing of the troops, there was a want of cordiality and coöperation between the two arms of the service, which must have seriously impaired the efficiency of their joint action. The testimony of officers and the records of the Navy Department, herewith submitted, are referred to by your committee as containing ample evidence of the fact. In the second expedition no such feeling was manifested, but the most cordial spirit of coöperation appears to have actuated the commanding officers of the army and navy, and to that may be attributed the success which attended their efforts.

In the case of the first expedition, the bombardment by the fleet does not seem to have seriously impaired the efficiency of the fort. But few of the guns of the fort were injured, and the garrison seems to have suffered but small loss. In the case of the second expedition, the bombardment was far more effective. Almost every gun was disabled on the side of the fort where the army made its assault, and the contest was more of the character of infantry fighting on both sides than a contest between infantry on the one side, and a heavily-armed military work upon the other. And the assault by the sailors and marines, though novel in its character and unsuccessful in its immediate results, doubtless proved of great advantage to the army by its very novelty, and the diversion it created in the operations of the garrison of the fort.

In conclusion, your committee would say, from all the testimony before them, that the determination of Gen. BUTLER not to assault the fort seems to have been fully justified by all the facts and circumstances then known or afterward ascertained.

Respectfully submitted.

B. F. WADE, Chairman.

A FIENDISH REBEL INVENTION.—Every day since the close of the war brings to light some new devilish device of the Southern traitors. Among the ammunition, &c., captured at Richmond, (large quantities of which are constantly arriving at the arsenals in West Troy,) are eighteen large shells, from fifteen to eighteen inches in diameter. The shells were filled with benzine, wads of oakum, and pieces of small sized tarred rope. It is supposed by the officers at the arsenal that these shells were prepared specially to fire at our wooden ships, or perhaps from a gun-boat into our cities. Benzine, as our readers are aware, is highly inflammable, and ignites as quickly as powder, so that the blaze from one of the wads would be sufficiently prolonged to fire any wooden object with which it might come in contact. The screws of the plugs are finely made, and fit beautifully, in order to retain, without leakage, the benzine. The benzine has been poured out of the shells, and a friend has sent us a piece of one of the oakum wads, which he personally fished out of the shell. The *smell* is pretty strong proof of its genuineness.—*Troy Whig.*

HEAVY ORDNANCE.

Report of the Committee on the Conduct of the War on Heavy Ordnance for the Army and Navy.

In the Senate of the United States, Jan. 25, 1864, on motion of Mr. WILSON—

Resolved, That the Committee on the Conduct of the War be instructed to inquire into the efficiency of the heavy ordnance now provided for the armament of fortifications, the mode of fabrication, the amount of "royalty" paid, and to whom, for the use of a patent in the manufacture; the tests to which these guns are subjected when received into service, the reasons for believing the tests satisfactory, what proportion of our sea and land armament is of rifled ordnance, when rifled guns were introduced, and the cause of the delay pertaining thereto.

Mr. WADE, from the Joint Committee on the Conduct of the War, (June, 1865,) submitted the following report:

Your committee began the investigation required by the resolution of the Senate early last session; but being unable to obtain the testimony of the inventors and manufacturers of the two guns, into the composition of which wrought-iron entered in whole or in part, they deferred the subject until this session, when they were enabled to complete their investigation.

Under the head of "heavy ordnance" your committee would call attention to three classes of guns: First, those made entirely of cast-iron; second, those made of cast-iron and banded with wrought-iron; and, third, those made entirely of wrought-iron. Of the first class are the guns generally known as the Dahlgren gun and the Rodman gun. Of the second class is the Parrott gun. Of the third class is the Ames gun. There is still another gun, known as the Wiard steel gun, but as it does not come, so far as your committee have been able to learn, under the head of "heavy ordnance," they have not deemed it necessary to devote much attention to it.

The Rodman gun, while having to some extent its peculiarity of form, is principally distinguished by the mode adopted in its manufacture, which is an invention of Maj. T. J. RODMAN. The casting is made around a hollow core, or core-barrel, as it is termed, into which is introduced a stream of cold water, the outside of the casting being kept heated until the cooling from the interior reaches the outer portion of the mass of metal forming the casting. This mode of manufacture, it is claimed, insures two important advantages over the old method of casting the gun solid and then boring it out. The strain upon the metal produced by cooling in large masses is reversed, rendering the gun less liable to burst from the explosion of the powder in it; and a much greater degree of hardness is given to the interior surface, rendering the gun less liable to abrasion in the bore by the passage of the projectile along it, and the action of the gases of the powder upon the metal. It is generally held by the witnesses that no effective gun of large calibre can be made of cast-iron except upon the Rodman principle, or the principle of cooling from the interior.

The Dahlgren gun is the invention of Rear Admiral JOHN A. DAHLGREN, and is distinguished by its exterior form. The plan adopted to avoid the strain consequent upon cooling a solid casting of large size from the outside, is to make the casting considerably larger than would otherwise be needed to produce a gun of the required size, anneal it after cooling, and then turn it down to the proper size and form. But the Dahlgren guns of the largest calibre are now being manufactured upon the Rodman principle.

These two guns are the only guns of large calibre, made entirely of cast-iron, which are now used in the service. It will be seen from the testimony that officers of the navy generally prefer the Dahlgren gun for naval service, while officers of the army express a preference for the Rodman gun. Both of these guns would appear, from the testimony, to be the best cast-iron guns now known to any service. They are generally smooth-bore guns, but few, if any, of the larger calibre, being rifled.

The rifled gun of large calibre, employed almost wholly in the army and naval service, is the gun invented by ROBERT C. PARROTT. It is composed of a cast-iron cylinder, with a wrought-iron jacket or band shrunk upon the breech of the gun, in order to strengthen it about the seat of discharge. The cast-iron cylinder of this gun was formerly cast solid, and then bored out; but latterly those of the largest calibre are cast upon the Rodman principle.

The introduction of the turreted iron-clads into our naval service impressed upon the department the necessity for guns of large calibre. Those vessels carrying but few guns, and being designed to co-operate against other iron-clads, as well as to resist the effect of opposing batteries, it was considered important to have guns throwing projectiles, shot or shell, of the greatest possible weight, and guns of as large calibre as fifteen inches were designed and constructed principally for use upon turreted vessels. The result of the contest between the United States iron-clad *Weehawken* and the rebel iron-clad *Atlanta*, shows the remarkable effect of heavy projectiles upon iron-clad vessels.

The Parrott rifled gun of large calibre is also used upon our naval vessels, being able to throw projectiles with greater accuracy and to a greater distance than the smooth-bore guns. At the time of their introduction into the service, they were undoubtedly the best rifled guns of large calibre which the government could obtain. They were not much more expensive than the cast-iron gun of the same calibre, and yet are deemed by our officers to be nearly, if not quite, equal to the best wrought-iron guns manufactured by other nations. They have rendered most material service both upon land and upon sea.

But the bursting of the Parrott guns of large calibre, together with the bursting of some of the cast-iron guns of large calibre, upon the vessels engaged in operations against the defences of Charleston and against Fort Fisher, has tended to weaken confidence in the durability of those guns, and would seem to show the necessity of obtaining, if possible, some other gun which can be more implicitly relied upon. It is the testimony of our officers of the navy that the bursting of one gun in a fleet tends to demoralize the crew of each vessel upon which a gun of that kind is used, whether it bursts or not. And it is asserted that the loss sustained by the bursting of guns of large calibre on vessels operating against Fort Fisher was much greater than the loss sustained on the entire fleet from the fire of the enemy.

The bursting of these guns is generally attributed to the explosion of shells prematurely within the bore of the gun. The opinion of Mr. PARROTT in regard to the cause or causes of premature explosion of the shells is as follows:

"It has been a matter of much concern with me, and I would rather not make a gun than have any accident occur. I ascribe the difficulty to the friction of the powder in the shell itself. At first it was natural enough to ascribe the difficulty to bad shells, bad castings, bad fuses, &c.; but, upon full trial, it appears above all question that the difficulty arises from the powder exploding in the shell within the gun by friction, caused by the striking of the powder against the inside of the shell. A 300-pounder shell is ten inches in diameter; a round shell of that diameter holds about three pounds of powder. My 300-pounder shell holds about seventeen pounds of powder. Now, when you fire a gun and strike the butt of a shell suddenly with the immense force of the charge, there is a reaction of the powder within the shell against the bottom of the shell; and if there is any roughness so as to cause friction at the bottom, the powder will be exploded in the shell while it is within the gun. Thinking that to be the case, I have for a long time been endeavoring to coat the inside of the shell with varnish or lacker, and now I am able to do it with entire success. A great many people were skeptical about it, and precautions have not been taken in regard to it as quickly as they might have been. I now melt together resin, tallow and brown soap, forming a thin liquid mixture, and pour it into my shells and pour it out again, leaving a coating on the inside which covers over the rough iron, and when that is done I find the shells can be fired without premature explosion.

Some two months ago Capt. TEMPLE, one of the officers of this very fleet of PORTER'S, came to the foundry, and became aware of this fact. He had two 100-pounders on board his vessel; when he got back he found that his shells had no such coating, and he immediately set to work and lined them with asphaltum, &c. He fired his guns fifty or sixty times each during the engagement, and not a single shell exploded prematurely in his guns; while in some of the other vessels around him shells were exploded prematurely and thrown out of the guns in fragments. That is so stated in a letter of his, which I saw yesterday."

Be the cause or causes what they may, the fact is that these guns do burst while in action, with very disastrous results.

It is, therefore, of the highest importance to obtain, if possible, some kind of heavy ordnance which shall not be liable to these objections. The entire efficiency of an iron-clad vessel, costing the government hundreds of thousands of dollars, may depend almost entirely upon the character of the guns with which she is armed. In the words of the Assistant Secretary of the Navy, "You might loose a battle by going into action with a gun around which stood twenty-five men entertaining the idea all the time that it might burst." Considering the great cost of our iron-clad vessels and the importance of the results to be attained by rendering them as secure and efficacious as possible, a few thousand dollars more of expense would seem to be of little moment if it afforded the only means of reaching the end desired. The disastrous results attending the bursting of a gun can be, to a greater extent, guarded against upon land than at sea. In the latter case, the loss of the vessel, with all on board, may be the consequence, while the demoralization of the crews of the other vessels similarly armed may lead to results almost, if not quite, as disastrous. But, upon both land and sea, it is of the utmost importance to obtain heavy ordnance of the most reliable character.

In view of these considerations, your committee desire to refer, somewhat at length, to a wrought-iron gun, which to them seems to possess those qualities of strength, durability, and safety, which are so very desirable. It is the invention of HORATIO AMES. But few of these guns have yet been manufactured, yet they have successfully withstood every test that has been applied to them.

Upon the 21st of August last, at the request of the inventor, the President ordered the appointment of a board to test a gun of 7-inch calibre, manufactured by Mr. AMES. The board consisted of Major-Gen. GILLMORE, United States Army, Commodore T. A. HUNT, United States Navy, and Major T. T. S. LAIDLEY, United States Army, inspector of cannon, &c. The trial commenced at Bridgeport, Conn., on the 15th of September, and continued until the gun had been fired seven hundred times. The details of the trial are contained in the report of the board, a copy of which is submitted in the testimony accompanying this report.

The mode of manufacturing the gun is described by the board in their report as follows:

"The gun is built up from the cascabel on the end of a long cylindrical port bar. The end of this bar is first enlarged by welding pieces around it. It is then enlarged still further by placing two rings on the end, one over the other, concentrically, and welding them there in succession. Against the end of the cylinder, thus increased to twenty-eight (28) inches in diameter, is welded a circular plate or disk, also twenty-eight inches in diameter, and four inches thick. The disk is composed of a centre-piece, ten inches in diameter, surrounded by two concentric rings, one outside of the other, all accurately fitted together by turning. The bottom of this bore terminates against this disk. Upon this disk is welded a ring of twenty-eight inches exterior diameter, four inches interior diameter, and five inches thick, compounded of three concentric rings, accurately fitted together by turning. The interior one is ten inches in exterior diameter, and about six inches in thickness, so that its ends project on either side about half an inch beyond the faces of the other two rings. This is intended to secure a perfect weld next the bore, and force out the slug. Other compound rings, made in the same manner, are welded on one after the other, until the gun is of the required length. In making the compound rings for the small part of the gun, between the trunnions and muzzle, the outer ring is omitted.

The gun remains in a horizontal position during this process of construction, and is handled by means of the bar projecting from the cascabel. The welding on of the disk and rings is done with a hammer worked horizontally by steam; a hammer working vertically is also used against the sides of the piece. The inner ring of the compound rings is made from a block six inches by ten inches, by boring a hole five inches in diameter through it, and turning off the corners. The fibres and laminæ of the metal lie at right angles to the axis of the gun. The centre and outer rings are made like a tire by bending the bars and welding the ends together, thus placing the layers of the metal in cylindrical surfaces. The trunnions are attached by being screwed into the sides of the piece three inches."

In regard to the projectiles and charges used, the board report:

"Considerable delay and many interruptions in the progress of the trials were occasioned by the want of suitable projectiles. Those of the Hotchkiss pattern, which have been officially proscribed, for rifles of a large calibre, on account of their excessive strain upon the gun, were almost exclusively used. In weight they varied from 104 to 127 pounds.

The powder used was what is known as No. 7 experimental powder, giving a pressure of 57,000 pounds per square inch in an eight-inch gun. The charges were varied increasingly from thirteen to thirty pounds, although it was frequently necessary to reduce the higher charges in order to accommodate the projectiles, from which the packing would often strip, or the cap break, even with comparatively low charges."

As the result of the examination, the board report:

"It is the animous opinion of the board that AMES' wrought-iron guns possess, to a degree never before equalled by any cannon of equal weight offered to our service, the essential qualities of great lateral and longitudinal strength, and great powers of endurance under heavy charges; and that they are well adapted to the wants of the service generally, but especially whenever long ranges and high velocities are required. It is also the unanimous opinion of the board that AMES' seven-inch guns, of which he has now fifteen nearly finished, possess sufficient weight and strength to receive an eight-inch bore, and even greater, although not heavy enough for a ten-inch bore."

And to show more fully their confidence in the strength and durability of the gun they had tested by firing it 700 times, the board

"Further recommended that the gun which they have tried be rebored to eight inches and rifled, and then submitted to another series of tests similar to those through which it has just passed, to be then cut up for examination."

Accounts of further and apparently far more severe tests are given in the testimony of Mr. AMES.

The opinion of Mr. FOX, the Assistant Secretary of the Navy, of the Ames gun, and of the necessity for some gun of that character, is thus stated by him in his testimony:

"I think it is a fair inference, from the experience we have had with the small guns and 100-pounders which he (Mr. AMES) has made, that he has the correct principle of manufacture, and that guns manufactured by his method will bear any amount of charge that can be consumed in the gun. * * * * My opinion is, that we have got to come to wrought-iron or steel guns, and abandon cast iron."

In regard to the cost of those several guns, the price of a 100-pounder Parrott gun is $1,300; a 200-pounder about $2,000; a 300-pounder from $4,500 to $5,000. Of the cast-iron guns, the contract price for the 15-inch gun, as stated by Mr. FOX, is $7,500; those of smaller calibre in proportion. The Ames gun would cost about a dollar a pound, or about $12,000 for a 100-pounder; $17,000 for a 150-pounder, and $28,000 for a 200-pounder.

In regard to the payment of "royalty" by the United States for any of these guns, the testimony establishes the following facts:

The Rodman gun, or rather the Rodman principle of manufacture, was made the subject of letters patent under the following circumstances, according to the testimony. The bursting of the "Peacemaker," on board the *Princeton*, some twenty years ago, led Maj. RODMAN, then a Lieutenant in the military service in the United States, to investigate the subject of manufacturing ordnance of heavy calibre. In 1845 he laid his invention before the Ordnance, being the first inventor of the principle claimed by him, and urged its adoption, without success. At two other times he urged its adoption, but the bureau did not deem it of sufficient importance to receive its favorable consideration. In 1847 Maj. RODMAN asked Gen. TALCOTT if there would be any impropriety in having his invention secured by letters patent, and carried out by private enterprise; to which Gen. TALCOTT replied, "Certainly not," and, to use the words of Maj. RODMAN, "appeared to be very glad indeed to get rid of the subject in that way and on those terms." Consequently, in August, 1847, letters patent were taken out in the name of Major RODMAN, then Lieut. RODMAN. Arrangements were made with Messrs. KNAP & TOTTEN, the proprietors of the Pitt Foundry, at Pittsburgh, by which they agreed to go to the expense and run the risk, then considered to be great, of carrying the invention into practical operation, in consideration of the transfer to them of one-half the interest in the letters patent. This arrangement continued until about four years ago, when Major RODMAN, not being in a condition to take any share in conducting the business, transferred to Mr. KNAP the full control of the patent; Mr. KNAP obligating himself to pay to Major RODMAN one-half cent per pound for all castings upon the Rodman principle manufactured by him, or by others, and upon which Mr. KNAP collected what may be termed a royalty. Mr. KNAP receives from the government so much per pound for all finished guns made for the United States service, of which Mr. KNAP states he regards one cent per pound as the price charged for the patented invention.

Admiral DAHLGREN testifies that he has never received anything in the nature of "royalty" for the guns made according to the principles of his invention.

Mr. PARROTT testifies, that he never has charged anything for his invention; that he has charged only what he deems a fair manufacturer's profit.

Mr. AMES has made but twenty-one guns for the government; six upon an order from the Navy Department, and fifteen upon an order from the President. He does not appear to have charged anything for his invention, charging so much per pound for his guns.

The proportion of rifled guns to those with smooth bores used in the navy is much smaller than those used in the army. The difficulty of obtaining accuracy of fire upon a vessel in motion renders the rifled gun less efficient when used at sea than when used upon land. The projectile from a smooth-bore, except within point-blank range, is fired so as to ricochet upon the water, and it continues its flight in a straight line until it stops. The projectile from a rifled gun, when it strikes the water, ricochets at an angle from the direct line, sometimes almost at right angles, and it is therefore less reliable at long range. There does not appear to be any want of rifled guns in the naval service, as compared with the number of smooth-bore guns.

The guns herein referred to, except the Ames gun, have been, and are now being introduced into both the land and naval service, as rapidly as the means of manufacturing them will allow and the demands of the service require.

There are many matters of detail in connection with the heavy ordnance now in use in this country, as well as that used by other nations, for which your committee would refer to the testimony herewith submitted, in which they are stated at length.

Your committee concur with the Navy Department in opinion as to the importance and necessity of securing a gun possessing the qualities found in the Ames gun; more especially in view of future wars with foreign nations, and the means of offence and defence required to prosecute such wars successfully.

In conclusion, your committee would therefore recommend that Congress immediately adopt such measures as will enable the War and Navy Departments to obtain and introduce into the service wrought-iron guns, especially of large calibre, at as early a day as practicable.

All of which is most respectfully submitted.

B. F. WADE, Chairman.

OUR INDIAN TROUBLES.

Report of the Committee on the Conduct of the War on the Massacre of Cheyenne Indians.

In the House of Representatives, Jan. 10, 1865, on motion of Mr. ORTH:

Resolved, That the Committee on the Conduct of the War be required to inquire into and report all the facts connected with the late attack of the Third Regiment of Colorado Volunteers, under Col. CHIVINGTON, on a village of the Cheyenne tribe of Indians, near Fort Lyon.

The Joint Committee on the Conduct of the War submit the following report:

In the Summer of 1864, Gov. EVANS, of Colorado Territory, as acting Superintendent of Indian Affairs, sent notice to the various bands and tribes of Indians within his jurisdiction, that such as desired to be considered friendly to the whites should at once repair to the nearest military post, in order to be protected from the soldiers who were to take the field against the hostile Indians.

About the close of the Summer, some Cheyenne Indians, in the neighborhood of the Smoke Hills, sent word to Major WYNKOOP, the commandant of the post of Fort Lyon, that they had in their possession, and were willing to deliver up, some white captives they had purchased of other Indians. Major WYNKOOP, with a force of over one hundred men, visited those Indians and received the white captives. On his return he was accompanied by a number of the chiefs and leading men of the Indians, whom he had invited to visit Denver, for the purpose of conferring with the authorities there in regard to keeping peace. Among them were Black Kettle and White Antelope, of the Cheyennes, and some other chiefs of the Arapahoes. The council was held, and these chiefs stated that they were friendly to the whites, and always had been, and that they desired peace. Gov. EVANS and Col. CHIVINGTON, the commander of that military district, advised them to repair to Fort Lyon and submit to whatever terms the military commander there might impose. This was done by the Indians, who were treated somewhat as prisoners of war, receiving rations, and being obliged to remain within certain bounds.

All the testimony goes to show that the Indians under the immediate control of BLACK KETTLE and WHITE ANTELOPE, of the Cheyennes, and LEFT HAND, of the Arapahoes, were and had been friendly to the whites, and had not been guilty of any acts of hostility or depredation. The Indian agents, the Indian interpreter and others examined by your committee, all testify to the good character of those Indians. Even Gov. EVANS and Major ANTHONY, though evidently willing to convey to your committee a false impression of the character of those Indians, were forced, in spite of their prevarication, to admit that they knew of nothing they had done which rendered them deserving of punishment.

A northern band of the Cheyennes, known as the Dog Soldiers, had been guilty of acts of hostility; but all the testimony goes to prove that they had no connection with BLACK KETTLE'S band, but acted in despite of his authority and influence. BLACK KETTLE and his band denied all connection with or responsibility for the Dog Soldiers, and LEFT HAND and his band of Arapahoes were equally friendly.

These Indians, at the suggestion of Gov. EVANS and Col. CHIVINGTON, repaired to Fort Lyon and placed themselves under the protection of Maj. WYNKOOP. They were led to believe that they were regarded in the light of friendly Indians, and would be treated as such so long as they conducted themselves quietly.

The treatment extended to those Indians by Major WYNKOOP does not seem to have satisfied those in authority there, and for some cause, which does not appear, he was removed, and Major SCOTT J. ANTHONY was assigned to the command of Fort Lyon; but even Major ANTHONY seems to have found it difficult at first to pursue any different course toward the Indians he found there. They were entirely within the power of the military. Major ANTHONY having demanded their arms, which they surrendered to him, they conducted themselves quietly, and in every way manifested a disposition to remain at peace with the whites. For a time, even, he continued issuing rations to them, as Major WYNKOOP had done; but it was determined by Major ANTHONY (whether upon his own motion or at the suggestion of others does not appear) to pursue a different course toward these friendly Indians. They were called together and told that rations could be no longer issued to them, and they had better go where they could obtain subsistence by hunting. At the suggestion of Major. ANTHONY, (and from one in his position a suggestion was equivalent to a command) these Indians went to a place on Sand Creek, about thirty-five miles from Fort Lyon, and there established their camp, their arms being restored to them. He told them that he then had no authority to make peace with them; but in case he received such authority, he would inform them of it. In his testimony he says:

"I told them they might go back to Sand Creek, or between there and the headwaters of the Smoky Hill, and remain there until I received instructions from the department headquarters, from Gen. CURTIS; and that in case I did receive any authority to make peace with them I would go right over and let them know it. *I did not state to them that I would give them notice in case we intended to attack them.* They went away with that understanding, that in case I received instructions from department headquarters I was to let them know it."

And in order, as it were, to render these Indians less apprehensive of any danger, ONE EYE, a Cheyenne chief, was allowed to remain with them to obtain information for the use of the military authorities. He was employed at $125 a month, and several times brought to Major ANTHONY, at Fort Lyon, information of proposed movements of other and hostile bands. JACK SMITH, a half-breed son of JOHN S. SMITH, an Indian interpreter, employed by the government, was also there for the same purpose. A United States soldier was allowed to remain there, and two days before the massacre, Mr. SMITH, the interpreter, was permitted to go there with goods to trade to the Indians. Everything seemed to have been done to remove from the minds of these Indians any fear of approaching danger; and when Col. CHIVINGTON commenced his movement, he took all the precautions in his power to prevent these Indians learning of his approach. For some days all travel on that route was forcibly stopped by him, not even the mail being allowed to pass. On the morning of Nov. 28, he appeared at Fort Lyon, with over 700 mounted men and two pieces of artillery. One of his first acts was to throw a guard around the post to prevent any one leaving it. At this place Major ANTHONY joined him with 125 men and two pieces of artillery.

On the night of the 28th the entire party started from Fort Lyon, and, by a forced march, arrived at the Indian camp, on Sand Creek, shortly after daybreak. This Indian camp consisted of about 100 lodges of Cheyennes, under BLACK KETTLE, and from eight to ten lodges of Arapahoes, under LEFT HAND. It is estimated that each lodge contained five or more persons, and that more than one-half were women and children.

Upon observing the approoch of the soldiers, BLACK KETTLE, the head chief, ran up to the top of his lodge an American flag, which had been presented to him some years before by Commissioner GREENWOOD, with a small white flag under it, as he had been advised to do in case he met with any troops on the prairies. Mr. SMITH, the interpreter, supposing they might be strange troops, unaware of the character of the Indians encamped there, advanced from his lodge to meet them, but was fired upon, and returned to his lodge.

And then the scene of murder and barbarity began—men, women and children were indiscriminately slaughtered. In a few minutes all the Indians were flying over the plain in terror and confusion. A few who endeavored to hide themselves under the bank of the creek were surrounded and shot down in cold blood, offering but feeble resistance. From the sucking babe to the old warrior, all who were overtaken, were deliberately murdered. Not content with killing women and children, who were incapable of offering any resistance, the soldiers indulged in acts of barbarity of the most revolting character; such, it is to be hoped, has never before disgraced the acts of men claiming to be civilized. No attempt was made by the officers to restrain the savage cruelty of the men under their command, but they stood by and witnessed these acts without one word of reproof, if they did not incite their commission. For more than two hours the work of murder and barbarity was continued, until more than one hundred dead bodies, three-fourths of them of women and children, lay on the plain as evidences of the fiendish malignity and cruelty of the officers who had sedulously and carefully plotted the massacre, and of the soldiers who had so faithfully acted out the spirit of their officers.

It is difficult to believe that beings in the form of men, and disgracing the uniform of United States soldiers and officers, could commit or countenance the commission of such acts of cruelty and barbarity as are detailed in the testimony, but which your committee will not specify in their report. It is true that there seems to have existed among the people inhabiting that region of country a hostile feeling toward the Indians. Some of the Indians had committed acts of hostility toward the whites; but no effort seems to have been made by the authorities there to prevent these hostilities, other than by the commission of even worse acts. The hatred of the whites to the Indians would seem to have been inflamed and excited to the utmost; the bodies of persons killed at a great distance—whether by the Indians or not is not certain—were brought to the capital of the Territory and exposed to the public gaze, for the purpose of inflaming still more the already excited feeling of the people. Their cupidity was appealed to, for the Governor, in a proclamation, calls upon all, "either individually or in such parties as they may organize," "to kill and destroy, as enemies of the country, wherever they may be found, all such hostile Indians," authorizing them to "hold to their own private use and benefit all the property of said hostile Indians that they may capture." What Indians he would ever term friendly it is impossible to tell. His testimony before your committee was characterized by such prevarication and shuffling as has been shown by no witness they have examined during the four years they have been engaged in their investigations; and for the evident purpose of avoiding the admission that he was fully aware that the Indians massacred so brutally at Sand creek were then, and had been, actuated by the most friendly feelings towards the whites, and had done all in their power to restrain those less friendly disposed.

The testimony of Major ANTHONY, who succeeded an officer disposed to treat these Indians with justice and humanity, is sufficient of itself to show how unprovoked and unwarranted was this massacre. He testified that he found these Indians in the neighborhood of Fort Lyon when he assumed command of that post; that they professed their friendliness to the whites, and their willingness to do whatever he demanded of them; that they delivered their arms up to him; that they went to and encamped upon the place designated by him; that they gave him information from time to time by acts of hostility which were meditated by other and hostile bands, and in every way conducted themselves properly and peaceably; and yet he says it was fear and not principle which prevented his killing them while they were completely in his power. And when Col. CHIVINGTON appeared at Fort Lyon, on his mission of murder and barbarity, Major ANTHONY made haste to accompany him with men and artillery, although Col. CHIVINGTON had no authority whatever over him.

As to Col. CHIVINGTON, your committee can hardly find fitting terms to describe his conduct. Wearing the uniform of the United States, which should be the emblem of justice and humanity; holding the important position of a commander of a military district, and, therefore, having the honor of the government to that extent in his keeping, he deliberately planned and executed a foul and dastardly massacre which would have disgraced the veriest savage among those who were the victims of his cruelty. Having full knowledge of their friendly character, having himself been instrumental, to some extent, in placing them in their condition of fancied security, he took advantage of their inapprehension and defenceless condition to gratify the worst passions that ever cursed the heart of man. It is thought by some that desire for political preferment prompted him to this cowardly act; that he supposed that by pandering to the inflamed passions of an excited population he could recommend himself to their regard and consideration. Others think it was to avoid the being sent where there was more of danger and hard service to be performed; that he was willing to get up a show of hostility on the part of the Indians by committing himself acts which savages themselves would never premeditate. Whatever may have been his motive, it is to be hoped that the authority of this government will never again be disgraced by acts such as he and those acting with him have been guilty of committing.

There were *hostile* Indians not far distant, against which Col. CHIVINGTON could have led the force under his command. Major ANTHONY testifies, that but three or four days' march from his post were several hundreds of Indians, generally believed to be engaged in acts of hostility toward the whites. And he deliberately testifies that only the fear of them prevented him from killing those who were friendly and entirely within his reach and control. It is true that to reach them required some days of hard marching. It was not to be expected that they could be surprised as easily as those on Sand Creek; and the warriors among them were almost, if not quite, as numerous as the soldiers under the control of Col. CHIVINGTON. Whatever influence this may have had upon Col. CHIVINGTON, the truth is that he surprised and murdered, in cold blood, the unsuspecting men, women and children on Sand Creek, who had every reason to believe they were under the protection of the United States authorities, and then returned to Denver and boasted of the brave deeds he and the men under his command had performed.

The Congress of the United States, at its last session, authorized the appointment of a commission to investigate all matters relating to the administration of Indian affairs within the limits of the United States. Your committee most sincerely trust that the result of their inquiry will be the adoption of measures which will render impossible the employment of officers, civil and military, such as have heretofore made the administration of Indian affairs in this country a by-word and reproach.

In conclusion, your committee are of the opinion that, for the purpose of vindicating the cause of justice and upholding the honor of the nation, prompt and energetic measures should be at once taken to remove from office those who have thus disgraced the government by whom they are employed, and to punish, as their crimes deserve, those who have been guilty of these brutal and cowardly acts. Respectfully submitted,

B. F. WADE, Chairman.

THN ARMY OF THE TENNESSEE.

Farewell Address of Major-Gen. Logan.

HEADQUARTERS ARMY OF THE TENNESSEE,
LOUISVILLE, Ky., July 13, 1865.

Officers and soldiers of the Army of the Tennessee:

The profound gratification I feel in being authorized to release you from the onerous obligations of the camp, and return you laden with laurels to homes where warm hearts wait to welcome you, is somewhat embittered by the painful reflection that I am sundering the ties that trials have made true, time made tender, suffering made sacred, perils made proud, heroism made honorable, and fame made forever fearless of the future. It is no common occasion that demands the disbandment of a military organization, before the resistless power of which mountains bristling with bayonets have bowed, cities surrendered, and millions of brave men been conquered.

Although I have been but a short period your commander, we are not strangers. Affections have sprung up between us during the long years of doubt, gloom and carnage, which we have passed through together, nurtured by common perils, sufferings and sacrifices, and riveted by the memories of gallant comrades, whose bones repose beneath the sod of a hundred battle-fields, nor time nor distance will weaken or efface. The many marches you have made, the dangers you have despised, the haughtiness you have humbled, the duties you have discharged, the glory you have gained, the destiny you have discovered for the country in whose cause you have conquered, all recur at this moment in all the vividness that marked the scenes through which we have just passed. From the pens of the ablest historians of the land, daily drifting out upon the current of time, page upon page, volume upon volume of your heroic deeds, and floating down to future generations, will inspire the student of history with admiration, the patriot American with veneration for his ancestors, and the love of republican liberty with gratitude for those who in a fresh baptism of blood reconstructed the powers and energies of the republic to the cause of constitutional freedom. Long may it be the happy fortune of each and every one of you to live in the full fruition of the boundless blessings you have secured to the human race. Only he whose heart has been thrilled with admiration of your impetuous and unyielding valor in the thickest of the fight, can appreciate with what pride I recount the brilliant achievements which immortalize you and enrich the pages of our national history. Passing by the earlier, but not less signal triumphs of the war, in which you participated and inscribed upon your banner such victories as Donelson and Shiloh, I recur to campaigns, sieges and victories that challenge the admiration of the world, and elicit the unwilling applause of all Europe. Turning your backs upon the blood-bathed heights of Vicksburgh, you launched into a region swarming with enemies, fighting your way and marching without adequate supplies, to answer the cries for succor that came to you from the noble but beleaguered army at Chattanooga. Your steel next flashed among the mountains of the Tennessee, and your weary limbs found rest before the embattled heights of Mission Ridge, and there with dauntless courage you breasted against the enemy's destructive fire, and shared with your comrades of the Army of the Cumberland the glories of a victory than which no soldiery can boast of a prouder.

In that unexampled campaign of vigilant and vigorous warfare from Chattanooga to Atlanta, you freshened your laurels at Resaca, grappling with the enemy behind his works, hurling him back dismayed and broken. Pursuing him from thence, marking your path by the graves of fallen comrades, you again triumphed over superior numbers at Dallas, fighting your way from there to Kenesaw Mountain, and under the murderous artillery that frowned from its rugged heights, with a tenacity and constancy that finds few parallels, you labored, fought, and suffered through the broiling rays of a Southern midsummer sun, until at last you planted your colors upon its topmost heights. Again, on the 22d of July, 1864, rendered memorable through all time for the terrible struggle you so heroically maintained under discouraging disasters, and that saddest of all reflections, the loss of that exemplary soldier and popular leader, the lamented MCPHERSON, your matchless courage turned defeat into a glorious victory, Ezra Chapel and Jonesboro added new lustre to a radiant record, the latter unbarring to you the proud City Gate of the South.

The daring of a desperate foe in thrusting the legions northward, exposed the country in your front, and though rivers, swamps, and enemies opposed, you boldly surmounted every obstacle, beat down all opposition, and marched onward to the sea. Without any act to dim the brightness of your historic page, the world rang plaudits when your labors and struggles culminated at Savannah, and the old "Starry Banner" waved once more over the walls of one of our proudest cities of the seaboard. Scarce a breathing spell had passed when your colors faded from the coast, and your columns plunged into the swamps of the Carolinas. The sufferings you endured, the labors you performed, and the successes you achieved in those morasses, deemed impassable, forms a creditable episode in the history of the war. Pocotaligo, Salkahatchie, Edisto, Branchville, Orangeburgh, Columbia, Bentonville, Charleston, and Raleigh, are names that will ever be suggestive of the restless sweep of your columns through the territory that cradled and nurtured, and from whence was sent forth on its mission of crime, misery, and blood, the disturbing and disorganizing spirit of secession and rebellion.

The work for which you pledged your brave hearts and brawny arms to the government of your fathers, you nobly performed. You are seen in the past gathering through the gloom that enveloped the land, rallying as the guardians of man's proudest heritage, forgetting the thread unwoven in the loom, quitting the anvil and abandoning the workshops, to vindicate the supremacy of the laws and the authority of the constitution. Four years have you struggled in the bloodiest and most destructive war that ever drenched the earth with human gore; step by step you have borne our standard, until to-day—over every fortress and arsenal that rebellion has wrenched from us, and over city, town and hamlet from the Lakes to the Gulf, and from ocean to ocean, proudly floats the starry emblem of our national unity and strength.

Your rewards, my comrades, are the welcoming plaudits of a grateful people, the consciousness that in saving the republic, you have won for your country renewed respect and power at home and abroad; that in the unexampled era of growth and prosperity that dawns with peace, there attaches mightier wealth of pride and glory than ever before to that loved boast, "I am an American citizen."

In relinquishing the implements of war for those of peace, let your conduct be ever that of warriors in times of peace. Let not the lustre of that bright name that you have won as soldiers, be dimmed by any improper act as citizens, but as time rolls on let your record grow brighter and brighter still.

JOHN A. LOGAN, Major-General.

RIOT IN PHILADELPHIA.

New-York Soldiers Attack Philadelphians—Two Men Stabbed and an Old Lady Robbed.

From the Philadelphia Inquirer, July 21.

Yesterday morning, about 10 o'clock, a number of the members of the Sixtieth Regiment New-York Volunteers visited the public house at the northeast corner of Jefferson-avenue and Federal-street, where they asked the bartender, son of the proprietor, named WILLIAM BUTLER, to sell them a quart of whisky to fill their canteens with. Before the liquor could be furnished, they asked for four drinks, which they obtained. After getting the drinks, they asked the bartender to sell them some tobacco, which request was also complied with. After remaining inside of the saloon a few moments, they were requested to pay for the liquor and tobacco purchased by them, which they peremptorily refused to do. Mr. BUTLER then demanded the pay from them, when they immediately left the premises. He pursued them as far as the sidewalk, when one of the soldiers struck him a violent blow, felling him to the ground. Springing to his feet, he returned the blow, but was met by all four of the soldiers, who commenced making an attack on his person.

During this part of the proceedings, BUTLER received a stab in his head about five inches in length, the wound having been inflicted by a dirk knife in the hands of one of the assailants. At this juncture the mother of young BUTLER ran to his assistance, when she was also met by the soldiers and roughly handled. Her injuries, though not of a serious character, were quite painful. Dr. NEBINGER was immediately summoned. He attended to the wounded man and his mother, rendering to them all the aid in his power.

After leaving the tavern in question the soldiers visited a number of public houses in the neighborhood, at each of which they demanded liquor. The Constable of the First Ward, JOHN MCBRIDE, was then called on to make the arrest. He pursued the assailants as far as Washington-avenue wharf, where he endeavored to arrest the ringleaders in the disgraceful proceedings. Finding himself outgeneraled, MCBRIDE called to his assistance a number of other officers, but the soldiers rallied and, summoning to their aid nearly all the members of the regiment, a general fight ensued, during which the police officers were knocked down and their clothing was torn from them. The soldiers then made an attack on an old lady who had a stand for the sale of cakes and apples on Washington-avenue, above Church-street, turning over the contents of the table, and robbing her of $15 in money. After continuing their outrages, and finding themselves hotly pressed by the police, who, by this time, had been reinforced, they flew to the boat, which was just in readiness to start from the wharf, and made their escape in this way from their pursuers. The whole affair was one which was highly disgraceful to those who commenced it, and should be investigated, and the guilty parties brought to justice. Young BUTLER was suffering much at a late hour last night, and it will require the greatest care to prevent serious consequences resulting from the wounds thus inflicted.

MINOT'S LEDGE LIGHT.—J. D. BAXTER, one of the keepers of this light, gives the following, showing the number of vessels which passed that structure during the month of June:

Ships	16	Sloops	100
Barks	56	Steamers	49
Brigs	167		
Schooners	1,117	Total	1,445

—The library of the last hereditary champion of England, Sir HENRY DYMOKE, Bart. of Scrivelsby, is in the market for sale to the highest bidder.

FROM MEXICO.

Letters from a Ten Years' Resident—The Country Between the Coast and Capital.

[The following is the first of a series of letters written by Mrs. MARIA A. K. DE N., a lady who has resided for more than ten years in Mexico. The results of the observations of one who has had such opportunities for acquiring information will possess peculiar interest, now that the affairs of that country are attracting so much attention.—ED. TIMES.]

When taking leave of my native land, with the intention of making Mexico my home for some years, I promised to write frequently to my friends, and send them correct information respecting that interesting country, of which so little was then known, except through geographical and historical research.

It was then my firm intention to do so, but owing to the political convulsions which agitated the country shortly after my arrival, I was compelled to defer that promise until a more settled state of affairs would enable me to judge correctly, and form a decided opinion of the character of its inhabitants.

I will begin with a short outline of the beauties of the country, its climate, vegetation, &c.

Vera Cruz, (the true cross,) the chief port of Mexico, presents anything but a pleasing appearance to the eye of the traveler, when it is approached by sea. The only object of interest is the snow-capped peak of Orizaba, towering above the clouds, and which can be seen at some ninety miles distance from land.

Vera Cruz itself is unworthy of comment, being built on a flat sterile shore, entirely bereft of vegetation, and surrounded by sandy hillocks called the *medanos*.

The climate is exceedingly warm and unhealthy, the vomito, or black vomit being the terror of all foreigners. The mosquitos in innumerable quantities voraciously attack the newly arrived, and allow but small chance for sweet and peaceful slumber. The innocent gambols of little whitish gray lizards which run up and down the walls of the bed-chamber, and the not unfrequent visits of the centipedes, (or scorpion,) keep the nerves of the stranger in a continual state of uneasiness, not at all conducive to that placidity of temper so necessary to health in these scorching climes.

The architectural beauties of the city are not attractive. The buildings are composed of stone, plastered and painted in water colors. The mode of construction is of the old Moorish origin, with the exception of the interior, which is entirely bare, and bereft of ornaments, presenting a striking contrast to the ideal we form from the historical traditions of the luxurious habits of the Moors, when Granada was in her glory.

Another unpleasing affect is produced by the innnumerable swarms of zopilotes, (or black buzzards,) which are gathered together upon the tops of the edifices, their favorite resting places being the domes and spires of the churches. They are the street-cleaners of the city, and a fine of $5 is levied upon the destruction of one of them.

The population of Vera Cruz has increased rapidly of late years, especially since its occupation by the French. It possessed but ten thousand inhabitants some ten years ago, while now it numbers more than twenty thousand.

The manners and customs vary considerably here from other parts of the empire, owing to the influx of foreign population; but the commodities of the place have not improved with its increase, for it is sometimes impossible to procure a room or even bed in the principal hotels.

Upon leaving Vera Cruz the appearance of the country gradually changes, the vegetation rapidly improving until arriving at Cordova, the next city of importance, and which vies with Jalapa, in being called the garden of Mexico. The vegetation here is most luxuriant, and nature is revealed in her most wild and attractive state.

Here the plantain (or banana) flourishes in rich abundance, as also the mango, with its luxuriant foliage and luscious fruit, hanging by long tendrils in graceful pendants from the branches; the pineapple, and, lastly, the far-famed coffee of "Caracoli," which is said to rival even that of "Moca" in its strength and flavor.

While passing through these rich groves of fertile growth, the eye is attracted by the appearance of flowering vines, which, climbing even to the tops of the trees, and falling in graceful wreaths, completely cover, as with a verdant curtain, the branches, forming natural kiosks or summer-houses.

Attached to the limbs and branches of the trees may be seen also the *orchideos*, or air plants, which receive their nourishment from the bark and air. They vary in species, and some of them, such as the "Torito," (which derives its name from its resemblance in form to the head of a bull,) bear such fragrant blossoms that their odor in a closed room suffices to cause death.

But all these abundant gifts of nature are lost upon a people so little calculated to enjoy them. The Indian is a king in his cane hut, swinging in his hammock all day long. Possessing no necessitities which nature cannot supply, he finds sufficient food in the abundant forests over which he is lord, and the slight covering to his body which that benignant climate requires is procured by the simple gathering and traffic of those rich stores by which he is surrounded. The panoramic appearance of the country to Cordova is beauteous, alternating valley and mountain.

The "Chiquihuite," an ascension of great height, and celebrated as an impregnable natural fortress, was, during the late war, abandoned by the Liberal army upon the approach of the French. While winding up the narrow road out into the mountain side, one beholds on one hand an immense precipice extending far above, while on the other yawns an abysm of apparently immeasurable depth, filling the heart of the traveler with awe.

Cordova is a small city, with few inhabitants, and possessing no interest in itself. The road from Cordova to Orizaba winds through groves of rich fertility, which increase in luxuriousness as it proceeds. Here the castor-bean grows in abundance, and immense fields of coffee trees, intermingled with the banana, in apparently wild confusion.

Orizaba is built in a valley surrounded on all sides by high mountains, one of which is the "Borrego," celebrated during the late war as having been taken by a handful of Frenchmen from the Liberals, who possessed a large force. Gen. ORTEGA, with some eight thousand men, stood upon the brow of the mountain, by which he could, through its domineering position, destroy the whole city and its inhabitants, but the Mexican General, (by a stratagem of the French, who numbered only some one hundred and fifty men,) was surprised at 4 o'clock in the morning, and during the action lost one thousand men in prisoners and another thousand that in the confusion were precipitated from its summit. Orizaba is so called from the mountain of the same name, and which, in the Indian tradition, signifies "Ori," a star, and "Zaba," a mountain—"the star of the mountain."

The scenery around is most romantic, and reminds the beholder of the picturesque views in Switzerland.

From Orizaba to Puebla, the traveler proceeds up the far-famed assent of the "Cumbres"—a road cut in the side of the mountain—some 4,600 feet in height, and on which are thirty-two turns and windings. Here, indeed, may nature be seen in her primitive and most beauteous state. On one side extends a perpendicular precipice, while on the other yawns valleys of immeasurable depth, one of which presents to the imagination of the beholder an idea of the infernal regions, so deep and dark is its abysm. In some parts the traveler is above the clouds, and during a thunder-storm the lightning may be seen playing underneath.

The vegetation from Orizaba is of another order. Here abound the cactus plants which grow to a great height, and the stalks of which are as thick as an ordinary tree. They are generally covered with blossoms, and the fruit is most cool and refreshing to the taste. Here also are found the palm trees in great abundance, and also the "Peru tree," which HUMBOLDT describes as the most wonderful in nature. The foliage is of a long fern-like shape, and the fruit, a bright red berry, of a hot, peppery taste, hang in bunches from the branches.

It serves as food for the birds, and one in particular, the carpenter bird, boring holes in the tree, deposits the same seeds therein, which produces an outgrowth—a kind of orange colored vine—which extends its long tendrils over the tree in rich festoons, completely enshrouding it from its roots to the top. Its appearance thus to the eye of the traveler is most fantastic and beautiful. Here also begins the growth of the maguey or pulque plant, with its long spiral leaves, and from which is extracted the celebrated beverage or wine of the country, the consumption of which is so great, that the municipal duties upon its import into the capital alone amounts to $700,000 a year. From Orizaba the traveler passes through St. Augustin, Palmar, Acatzingo and Amazoc, all celebrated during the late war as having been the scene of contests and triumphs by the French.

Puebla des Los Angelos is the next place which is reached, and is so called from a tradition which asserts that the cathedral was built in one night by the angels. It is also celebrated as containing many rich churches, and in former times convents. The crypt of the cathedral is of marble brought from Italy. Its riches were so great, that once of late years, when governed by a General who found himself in want of resources, he sold one of its silver chandeliers for thirty-six thousand dollars. In its environs are found many curiosities, and one at a short distance called the mount of "Cholula," which was built by the Aztecs. It is some eight hundred feet in height, of a pyramidical form, and in a perfect state of preservation.

The road from Puebla to Mexico does not possess any very striking features. It is undulating hill and dale, and through immense forests, famous in former times as the haunts of robbers, and not unfrequent are the crosses upon the roadside, marking the fall of some unfortunate victim to pillage and assassination.

The approach to the capital possesses no variation, with the exception of the lakes Texcoco and Chalco, which lie to the right and left upon its entrance.

The construction of the city often disappoints the eye of the traveler who sometimes expects to find an El Dorado. It is built in a valley entirely surrounded by mountains, while the snow-covered peaks of Popocotepetl (the smoking mountain,) and its companion, Ixtlihmacatel, (or the white woman) are seen towering in the distance.

Upon entering the Plaza de Armas, the chief object which attracts attention, is the palace of the former viceroys of Spain. It presents anything but an imposing appearance, and gives but a very faint idea of the riches and splendor which then reigned in Mexico. The cathedral to the left of the palace is one of its most interesting edifices. Next to it may be seen, still standing, the famous stone almanac of the Aztecs, and preserved since the time of the conquest.

The streets are narrow and badly paved, and owing to the continual revolutions which have distracted the country ever since its independence, there have been very few improvements.

Chapultepec, the ancient country residence of the viceroys of Spain and celebrated as being the site of the palace of the Aztec monarchs, is now undergoing thorough repair for the reception of the present Emperor, MAXIMILIAN I. It is built on a commanding height, of considerable extent, and approached by a winding road through groves of trees. Beautiful terraces of verdant green extend from the base of the palace to the foot of the mount, while on all sides blooming flowers shed their fragrance around. The park has been greatly extended and filled with innumerable herds of deer.

The capital possesses some buildings of interest, such as the Mineria, or school of miners, the Acadamia of San Carlos, or school for painters, sculptors, engravers, &c.

At a few miles distance from the capital stands the famous church of Guadalupe, so called from the Virgin of the same name, and who is the patron Saint of Mexico.

There is a tradition which asserts that upon the site where this church now stands a shepherd was reposing with his flock, when the Virgin appeared and told him to go and make known her apparition, and filling his serape or plaid with flowers, vanished. Upon opening the plaid, her image was found stamped thereon, and is still preserved in the church, with the flowers she gave the shepherd as fresh as if just gathered. A church was immediately erected to her honor, and possesses great richness in its inward adornments, the alter and railing being of solid silver, and the choir of oak, incrusted with silver, and surmounted with many images of the same metal. Such is the veneration in which this saint is held, that a short time ago a Mexican lady of rank, while conversing on this subject, stated that the Virgin of Guadalupe was more powerful than God, for while all the other churches in Mexico had been desecrated through the revolutions between the contending parts, this alone had remained intact, and that during the late régime of the Liberal party, when all the convents and churches had been despoiled of their riches, no one had dared to invade her sanctuary.

I shall now take leave of my patient readers, offering as the succeeding subject "The social condition of Mexico."

Reception of the Emperor and Empress on Their Return to Their Capital—General Position of Affairs in Mexico.

Correspondence of the New-York Times.

MEXICO, Saturday, June 24, 1865.

I am just back from taking my small, insignificant share, in the great reception given to their Imperial Majesties, upon their return to their faithful City of Mexico. The Aguamento, that is the Municipal Council, gave notice yesterday, that the people were invited to meet at the Garita, a few miles out of town, in order to greet the imperial couple. At least a thousand horsemen, of all shapes and classes, obeyed the summons. Prominent among them was almost every American now in the city. Indeed, I believe they had made up their mind to surpass the devoted crowd in their loudly outspoken loyalty. I remarked a New-Yorker particularly anxious to be distinguished. He stood the burning heat of the sun, and his head must have been as hot as a brick just out of the oven. I must confess, that as a true son of his country, he had an eye to business. I hope he will get the so much cried-for contract.

Like a rolling snow-ball the cortége kept growing in magnitude as it moved on toward the city. When it arrived in front of the palace, it was a crowd of many thousands. The troops were not out, so that the people had it all their own way, and that was a pretty unruly, wild sort of a way. However, the imperial carriage managed to reach the palace. The Emperor and Imperatrice looked pleased; so much the more that they did not expect such a reception. Until to-day, the people of the metropolis had kept aloof from all sort of demonstration. Now, however, they are out with their loyalty, and no mistake about it. About all the windows are ornamented with national flags and flowers.

I believe I have already mentioned an arrangement concluded between Dr. DE COARCILLON and the Imperial Government. The Expreso Mexicano is now a living institution. The Doctor is likely to be in a few days in New-York, to purchase material and make other necessary arrangements. In the meantime the line to Vera Cruz is being organized, and will be in running order within a few days. So letters, packages, &c., will soon arrive safely and regularly in New-York. Who is going to be the agent in New-York of the *Expresso del Imperio Mexicano?* It is certainly going to be an office worth having. So far, Dr. COARCILLON, as director-general, has shown considerable business tact; almost all the agents appointed are Americans. While I think of it, let me warn those who come here for concessions or contracts with the government, not to start without the proper vouchers proving their responsibility.

Vera Cruz is about being reduced to a town of houses without population. The vomito is hard at work, and seems to spare nobody.

It is now 10 o'clock P. M., and the city is alive with people shouting with excitement over the few crackers being fired in front of the palace. That is what they call fireworks here. Most of the houses are illuminated.

MEJICANO.

FROM BUENOS AYRES.

The War Still Raging—The Advantage thus far with Paraguay—The Allies Making Extensive Preparations—Progress of Railroads—A Welsh Colony in Patagonia.

From Our Own Correspondent.

BUENOS AYRES, S. A., Saturday, May 27, 1865.

The war extending over the four most powerful and best cultivated nations of South America (if we except Chili) has increased in importance since the last mail. Some things only threatened before have now been done. Paraguay has steadily advanced into the Argentine province of Corrientes, and now has an army variously estimated from 17,000 to 25,000 occupying the newly invaded State. These troops have protected themselves by fortifications at the capital Corrientes, and they have a fleet of, perhaps, twenty vessels, large and small, that protects them and keeps the river, thus far, clear of other warlike vessels.

The great product of Corrientes is cattle. There are also many sheep and horses. The Paraguayans are sweeping the country of these as fast as they advance. They have a regular system of transportation, passing into Paraguay from 2,000 to 5,000 animals per day. The allies, Brazil, Uruguay and Argentine Republic, are preparing their forces and concentrating them in front of the invaders. There are great preparations made for the war on the part of the allies, and as President MITRE takes the field himself, much is expected of him, for he is popular as a statesman and as a chieftain. In two or three days he will set out for the camp.

No collision has yet occurred between the belligerents. We await with the greatest interest the news of the first battle.

Señor DON NORBIERTA RIESTRA goes by this packet to England to negociate a loan for twelve millions of silver dollars. The Argentine Government has no foreign debt, and it has abundant resources of security, for interest and for payment. He will also endeavor to sell a valuable railroad, now owned by the provincial government. Mr. RIESTRA is unrivalled in South America as a financier, and he is extensively known in Europe.

In spite of the depressing effect of the war, there are various signs of progress in all parts of the country. The railroad leading South progresses rapidly, and will, in two years from its commencement, be quite finished to Chascomus, a distance of 150 miles. The Great Central Argentine Railroad from Rosario to Cordoba has been completed for about thirty miles. The ties and rails are arriving from England, and cars and engines are arriving from the United States. In San Juan petroleum springs are worked, and the capital of that province is illuminated with kerosene. In San Juan there is a farm stocked with African Angora goats, whose wool is regarded as very valuable. The mines of copper and silver are giving rich results. Across the river from Buenos Ayres, in Uruguay, a company has just been chartered to construct a railroad from Monte Video to Durasno, a distance of 120 miles. The company has eighteen months in which to begin, and six years in which to finish, with a guarantee of seven per cent. on the capital, not to exceed in all £1,200,000 sterling.

It appears the Welsh are anxious to find an outlet for their teeming population. A colony is about to locate on the coast of Patagonia. The first vessel of about 300 immigrants is daily expected. They are bringing with them machinery of every kind, and will establish woolen factories, mills, &c., and they are to have a line of European steamers for their use. The colony is on such a scale as some of the earlier and unsuccessful efforts to plant colonies on the Atlantic coast of North America about 1750. The same expense directed toward settlements in the western part of the United States would yield earlier and better returns. The advantage to this country will be great, and yet here are legislators throwing all possible obstacles in the way. The pretext is that they are Mormons. It is unproven and unfounded. They are of all religious beliefs. Mormons migrate northwards.

The United States is not alone in producing women of spirit and prowess. Señora GORRITI, the widow of Gov. BELZUANCE, President of Bolivia, when her husband was murdered in a late revolt in that country, went to the funeral and made an oration over his grave. She is a contributor to the *Revista de Buenos Ayres*, a literary and historical review.

Another patent has appeared for preserving beef, this time without salt. The last one has not yet been fully tested. It is the Morgan process, injecting a preserving brine in all the blood vessels.

Mr. PORTER CORNELIUS BLISS is engaged in making a friendly alliance with all the tribes of Indians in the interior of this country.

The late news from the United States occasioned the wildest rejoicings here among all Americans and the friends of America.

The celebration of the National Anniversary here has just closed. It was less gay than usual, but it is the great day of the year. By far the gayest appearance that the streets of a rich city ever assumed was the order of the day; and at night, operas, fireworks, blazing balloons and rockets prevailed. For three days, banners, fêtes and illuminations ruled everywhere.

By next mail we shall have some stirring news to give you from the field of battle.

ESCRITOR.

EUROPEAN INTELLIGENCE.

Earl Russell on the Withdrawal of Belligerent Rights—The Fourth of July in Paris—The Balloon Excursion.

From recent foreign papers we make the following interesting extracts:

WITHDRAWAL OF BELLIGERENT RIGHTS.

EARL RUSSELL TO EARL COWLEY.

FOREIGN OFFICE, Tuesday, May 30, 1865.

MY LORD: Your Excellency will have been enabled by my telegram of this morning to prepare M. DROUYN DE LHUYS for the communication of the views of Her Majesty's Government as to the course which, in the present posture of affairs in the United States, may properly be adopted by the Governments of England and France.

I have now to instruct your Excellency to acquaint the French Minister that Her Majesty's Government are of the opinion that after the capture of the late President of the so-called Confederate States, and the surrender or the dispersion, with one exception, of the armies hitherto kept in the field by those States, neutral nations have no alternative but to consider the civil war as at an end, and to shape their course accordingly.

It might, indeed, have been more satisfactory if the Government of the United States had already, in this condition of things, formally renounced the exercise, as regards neutrals, of the rights of a belligerent; but the delay of any such renunciation on their part cannot be considered to afford sufficient warrant to neutral Powers to continue to admit a belligerent character in a confederation of States which has been actually dissolved. Much embarrassment and complication in the relations between the United States and neutral Powers could not fail to result from the perseverance of the latter in such a course, while no advantage could accrue to any party from it.

The Government of the Emperor will probably view the matter in the same light; and under this impression, Her Majesty's Government desire your Excellency to propose that the two Governments should agree at once to adopt the following measures, namely:

To declare, in the first place, that, having regard to the actual state of affairs, each government considers the war which has lately prevailed between the United States and the so-called Confederate States of North America to have ceased *de facto*, and on that ground they are prepared to recognize that peace has been restored within the whole territory of which the United States, before the commencement of the civil war, were in unmolested possession.

2. And, as a necessary consequence of such recognition, they mean to send, without delay, orders to the respective authorities in all ports, harbors and waters belonging to each government, whether in Europe or beyond the seas, to refuse permission to any vessel of war carrying a Confederate flag to enter any of the territorial waters, harbors or ports of the respective governments. And,

3. To require any Confederate vessel-of-war which may have already entered the ports of the respective governments on the faith of proclamations of neutrality heretofore issued by such governments, and which, having complied with the provisions of such proclamations, may, at the time when the new orders reach the authorities of such ports, be actually within the territorial waters, ports or harbors of such governments, forthwith to depart therefrom; on the understanding, however, that on the occasion of their departure, the rule heretofore enforced in regard to the prohibition of pursuit within twenty-four hours by a cruiser of the United States, lying at the same time within any such waters, ports or harbors, shall then, and for the last time, be maintained in their favor. Her Majesty's Government are of opinion that this last-mentioned mode of proceeding in regard to Confederate vessels-of-war is required by due regard for national good faith and honor, and they cannot anticipate any objection being made to it on the part of the government of the United States, when the ground on which it is adopted is explained to that government.

If the Imperial Government should concur in the course which I have thus sketched out, Her Majesty's Government will, for themselves, instruct Her Majesty's Minister at Washington to make it known without delay to the Government of the United States, and will also communicate it to the Minister of the United States in London; sending, at the same time, instructions to all British authorities in the ports of the United Kingdom, and in those of Her Majesty's colonies and possessions beyond the seas, to act in conformity with it.

But Her Majesty's Government propose, in making this communication to the Government of the United States, and to the Minister of those States in London, to add that they have decided on the measures indicated, under the full persuasion that the Government of the United States will, on their part, at once desist from exercising towards neutrals the rights of blockade, and of search and detention of neutral vessels on the high seas, which can be lawfully exercised by belligerents alone, and which a Power not engaged in warfare cannot, under the law of nations, assume to exercise.

Your Excellency will inform me, with as little delay as possible, and by telegraph, whether the French Government concur in the course thus submitted for their consideration; and, that no misapprehension may exist on the part of M. DROUYN DE LHUYS as to the exact purport of the proposal, you will furnish him with a copy of this dispatch.

It is very desirable that the several steps required for carrying it into execution should be taken without delay. But I trust the French Government will be able at once to concur in the measures now proposed.

I am, &c., RUSSELL.

EARL COWLEY TO EARL RUSSELL.

PARIS, May 31, 1865.

I waited upon M. DROUYN DE LHUYS, by appointment, this afternoon, and after reading to him your Lordship's dispatch of yesterday's date, proposing the withdrawal of the belligerent rights hitherto conceded by Great Britain and France to Confederate cruisers, I placed a copy of it in his hands.

M. DROUYN DE LHUYS said that having been made aware of the views of her Majesty's Government by the Prince de la TOUR D'AUVETGNE, he had already expressed through that ambassador his concurrence in their proposals, but he had suggested the addition of a further slight concession to such Confederate vessels as might still find themselves in French or British ports, namely, that they might be disarmed and sold.

I asked M. DROUYN DE LHUYS whether this additional concession might not give rise to difficulties with the United States. Might not the United States Government state with reason that the war having been brought to an end by the complete discomfiture and surrender of the Confederates, all property lately belonging to the latter reverted to the United States? It seemed to me that the power of selling ships lately in the Confederate service must now be vested in the United States Government.

M. DROUYN DE LHUYS seemed to attach value to this observation.

EARL RUSSEL TO EARL COWLEY.

FOREIGN OFFICE, June 2, 1865.

MY LORD: With reference to the point raised by you in your conversation with M. DROUYN DE LHUYS, reported in your dispatch of the 31st inst., I have to state to your Excellency that I am advised by the law officers of the Crown that it is a correct proposition of law that if, upon the complete cessation of hostilities, any ships which at the time of such cessation were the property of the Confederate Government, and have not been lawfully transferred to any other owner, are found within her Majesty's territories, such ships may be claimed as public property by the government of the United States. But every such claim, if made and resisted by any counter-claimant, must be decided in the ordinary course of law by the civil tribunals. Each such case may depend upon mixed questions of law and fact, and it is not necessary, nor would it be expedient, for Her Majesty's Government in any of their public acts to refer to the possible occurrence of questions of this nature. I am, &c. RUSSELL.

EARL RUSSELL TO SIR F. BRUCE.

FOREIGN OFFICE, July 1, 1865.

SIR: I have to inform you that Her Majesty's Government have had under their consideration, in communication with the proper law advisers of the crown, a printed copy of the proceedings in the prize court in the case of the *Etta* or *Retribution*, which has been forwarded to this office by Her Majesty's Consul at New-York, and I have to state to you that, although this is a case of first impression, Her Majesty's Government are of opinion that, upon the principles of maritime international law applicable to such a case, the vessel was lawfully and rightfully condemned. This opinion, of course, involves the assent of Her Majesty's government to the very important position of law that the ship of an enemy which has been a commissioned ship of war cannot, during the continuance of the war, be relieved from the risk of capture and condemnation in the prize court of the other belligerent by any sale or transfer to a neutral, although such neutral may purchase her with the bona fide intention of using her for his own benefit in lawful commerce, and may, to the utmost of his power, divest her of her warlike character, and convert her into and use her as a merchant vessel. RUSSELL.

THE FOURTH OF JULY IN PARIS.

THE DINNER, TOASTS AND SPEECHES.

From Galignani.

A *fête champetre*, given by the United States Minister, Mr. BIGELOW, in commemoration of the Declaration of Independence of the 4th of July, 1776, took place on Tuesday in the spacious grounds of the Pré-Catalan, and will be long remembered with gratification by every one present. With the exception of the French Minister and the Diplomatic body, the company present consisted solely of Americans, or foreigners connected with America by marriage; in all between 600 and 700 persons were present, including about 100 children, who formed a most interesting feature in the day's proceedings. The visitors, in fact, formed the largest body of Americans that has ever assembled on the continent.

An immense tent, capable of holding a thousand persons, was erected in face of the principal entrance of the gardens, and was most tastefully dressed out with flags and drapery and laid with carpeting for dancing. At one end was spread out a spacious buffet, capable of accommodating two hundred persons at once, and well supplied with substantial refreshments by CHENET, while the guests found an abundance of ices, sherbets, light wines, and other Summer drinks, in a pavilion in the grounds. The company began to assemble at 2 o'clock, and among the arrivals were the Minister for Foreign Affairs and M. Drouyn de Lhuys, the Minister for the Colonies and Marine, and the Marquis de Chasseloup-Laubat, the Marquis de Lavalette, Baron André, First Secretary at the Ministry of Foreign Affairs, Lord Cowley and Baron de Budberg, the English and Rusian Ambassadors, beside the representatives of Italy, Turkey, Bavaria, Holland, Switzerland, Greece, Baden, Chili, Honduras and San Salvador, Paraguay, the Argentine Republic, San Marino, &c. At 3 o'clock, the guests being for the most part assembled, Mr. Bigelow welcomed them with the following address:

"My friends—When the children of Israel stood by the waters of idolatrous Babylon and thought of their distant country ravaged by enemies and wasted by war, they hung their harps upon the willows and wept. 'How,' they cried, 'can we sing the song of the Lord in a strange land?' For three long years the Americans in Europe, anguished by kindred calamities, have tried in vain to unite in celebrating their great national jubilee, for how could we sing the glories of our political birthright, surrounded by the great world of little faith, to whose darkened apprehensions the ark of our national covenant seemed struggling and laboring like some great Indiaman about to strand upon an inhospitable coast? At last, thanks be to God, the storm has passed; the sky has cleared; 'Grim-visaged war has smoothed his wrinkled front;' the tramp of hostile armies is no longer heard on our soil; the great sin of our people has been expiated; our manhood has been vindicated; the American Union is safe; Democratic Republican Government is no longer an experiment; 'God's hand was not shortened that he could not save, nor his ear heavy that he could not hear. [Loud applause.] My friends, may I not assume that the memorable event of which this day is the eighty-ninth anniversary has now acquired an importance in the eyes of mankind which it never possessed before; that we never before knew the value of our great inheritance; that we never properly appreciated the prodigious vitality of our political institutions; their singular capacity for remedying the abuses to which, in common with all other human contrivances, they were more or less subject; nor the devoted patriotism which they were capable of inspiring. [Applause.] It is under a more than usually profound sense of our obligations, first to Almighty God, whose clouds by day and pillars of fire by night have conducted us so safely and gloriously through inconceivable perils; next to those great men who in council and in the field have been His faithful instruments; and finally to our fathers who planted the tree which Americans throughout the world have assembled somewhere to-day to water, that I have invited you to this commemorative entertainment, to which I now have the honor to bid you all a cordial welcome." [Loud and long-continued cheering.]

This formality over, a portion of the company adjourned to the tent for dancing, while others spread over the grounds, where in separate buildings might be witnessed the performance of a wizard, or the exhibition of humming birds, which latter entertainment appeared to delight immensely the juvenile portion of the visitors. In the tent the national hymn, "The Star-spangled Banner," was sung with great effect by the ladies, the men's voices bearing part in the chorus. About 6 o'clock Mr. BIGELOW led the Marquise de CHASSELOUP-LAUBAT to partake of a repast at the buffet, which example was followed by the remainder of the company. The evening furnished perhaps the most pleasant part of the day's entertainment. The guests had assembled on the lawn to enjoy the cool and quiet of a magnificent sunset, and then breaking up into groups, each party amused themselves according to the fancy of the moment. The children might be seen gamboling on the greensward, while the elder portion were collected in knots listening to speeches, or joining in patriotic songs and chorusses. Among the speakers were Mr. PUTNAM, the American Consul at Havre; Mr. COWDEN, of New-York, and Mr. TUCK, of Boston. At the foot of a tall flagstaff erected in the centre of the grounds, and at the summit of which the American flag was displayed, a number of persons had assembled around Mr. HOME, the Spiritist, who is well known for his talent as an orator, and were listening to his recital of a poem describing the naval battle of Mobile Bay. The feelings of his hearers were wrought to such a state of intensity by his eloquence, that the ladies only found relief in tears, while the male auditors threw their hats into the air in their enthusiasm. After dark, a splendid display of fireworks took place, the set-piece consisting of an immense American eagle, with the motto from WEBSTER's celebrated speech in defence of the Union, in reply to Mr. HAYNE, of South Carolina: "The Union now and forever, one and inseparable." At the appearance of this sentence great enthusiasm was evinced, loud cheers arising from all sides.

The guests then returned to the tent, where dancing was kept up until between 10 and 11, when the company began to separate, delighted with their day's entertainment, and unanimous in praising the excellence of the whole arrangements, the social feeling which prevailed among the guests in general, the beauty and graceful toilettes of the ladies, and the genial welcome received by all from Mr. BIGELOW, the host and organiser of the *fête*.

THE SCENE—TOILETTES OF THE LADIES.

Paris Correspondence of the Queen.

Nothing could be prettier and more picturesque than the scene throughout the day, save, perhaps, the sight later in the evening, when the soft and nearly full moon shone clearly down over the trees and grass-plots of the *Pré Catelan*, with the sounds of the orchestra making themselves heard at intervals, and the gleams of the lighted chandeliers streaming forth through the open awning of the crowded tent, where dancing and mirth was going on. The toilettes were all fresh and charming. American ladies surpass our own country-women in the art of dress, and Paris and Parisian taste supply them with ample food for their expensive tastes. Thin muslin and rich lace were generally the materials of which the most elegant costumes were composed; and a great many of the younger ladies, remarkable for their lovely features and figures, had in some manner or other contrived to bring into play the national colors. Thus a bright blue scarf would be worn draped frome one shoulder to the other, and hanging down at the side, while red flowers or ribbons in the hat formed the tri-colored emblems of the United States. One very elegant dress of muslin was richly trimmed with lace, the skirt being looped up over a blue silk slip by swallows. Hats of white straw and chip were gaily adorned with flowers, a gauze or tulle scarf being simply tied at the back and streaming down on the shoulders. The Spiritist HUME was present, and late in the evening recited some verses descriptive of a sea-fight, which he did in so admirable a manner that many of his audience, even of the masculine kind, were moved even to tears. National airs were sung in chorus, and finally some magnificent fireworks closed the evening. It was a great disappointment to many French ladies who had begged for tickets to meet with a refusal, as the fête was reserved exclusively for Americans, with one or two exceptions.

Monday was a very exciting day in Paris, for in the Salle Herz the drawing of the prizes of the Mexican loan was to take place. This lottery, for it can be called nothing else, distributed in the way of prizes the sums of 500,000f. (£20,000), 100,000f., 50,000f., and sixty numbers of 10,000f., or £400 each. The lucky winner of the principal prize is said, on the one hand, to be a rich farmer in the environs of Paris, while another account says that it fell to the lot of an individual who had neglected to pay the second installment on his share, a necessary preliminary, and that therefore the sum reverts entirely to the loan. M. DE GERMING, a Senator, and Governor of the Bank of France, strangely enough assisted at the drawing of the numbers. There is this peculiarity in this lottery, that the remaining holders of shares, or *obligations* still retain a chance of winning on their numbers, the drawing being renewable in six months hence, and interest being meanwhile payable in each share.

THE GREAT BALLOON ACCIDENT.

AN ADVENTUROUS AND PERILOUS AIR-TRIP.

From the London News, June 8.

Mr. RUNGE, the gentleman who was the last to leave Mr. COXWELL's balloon, on the occasion of the late extraordinary ascent from Belfast, has written a narrative of the occurrence. The accident, he says, occurred chiefly on account of the confusion caused by the excited interference of some of the passengers. "When Mr. COXWELL proposed to descend, he gave to us the strictest instructions how to behave. He told us to sit down at the bottom of the basket, with our backs toward the willow-work, and to leave our limbs in an easy, unconstrained position. He forewarned us of the heavy knocks and bumps we should get, and told us we must not mind them. On landing, he told us to get out one by one, and not to let go our hold of the car on any account, as the gas in the balloon was now comparatively exhausted, and it had but little buoyancy left. In spite of Mr. COXWELL's injunctions, some of the passengers could not be induced to sit down. When the car struck the ground, and was carried along with great violence, knocking us about severely, the excitement got intense. Some prayed aloud, others shouted to Mr. COXWELL to 'Let off the gas'—others cried out, 'We are all lost'—in short, they behaved in the wildest manner, losing completely their self-control. Several of them now pulled at the valve-cord with great violence, and there appeared to be a general panic. We, who sat down, obeying Mr. COXWELL's commands, were trampled upon by the others, as if it were a struggle for life. When the car settled squarely on the ground there was a terrible scramble to get out, and only a few held on to the car when they had reached solid ground, consequently the baloon rose again, with Mr. RUNGE and Mr. HALFERTY in the car. The latter, however, was soon afterward pitched out, and Mr. RUNGE was alone. The anchor struck the ground several times, scattering about the turf and stones like feathers. I shouted out to the people below to secure the cable and anchor by ropes, which they did. The evening was now beautifully still, the breeze had died away, and the balloon was swinging calmly at her moorings above the farm-yard. One of the men asked me whether I had a rope with me, or how I intended to get out. I told them only to take care of the cable, because the balloon would settle down herself by-and-by. I was congratulating myself on a speedy escape from my dangerons position. I had not counted on the wind; a breeze in about six or eight minutes sprung up, and tossed the balloon about like a large sail. A crash—and the anchor was loose again. It tore through the trees, flinging limbs and branches about like matches. It struck the roof of the farm house, splintering the chimneys and tiles like glass. On I went. I came near another farm, shouted out for help, and told the men to secure the anchor to the foot of a large tree close by. The anchor was soon made fast, but this was only a momentary relief. The breeze again filled the half-empty balloon like a sail; then there was a severe strain on the cable; then a dull sound; and a severe concussion of the basket. The cable, s range fatality! had broken; and the anchor, my last and only hope, was gone. I was now carried on in a straight direction toward the sea, which was but a short distance ahead. The anchor being lost, I gave up all hope. I sat down resigned in the car, and prepared for the end. All at once I discovered that a side current was drifting me toward the mountain. The car struck the ground, and was dashed along at a fearful rate, knocking down stone fences, and breaking everything it came in contact with in its wild career. I think I must have gone at least at the rate of ten or twelve miles an hour. Almost certain death seemed before me, yet to jump out on this passage would have insured my being dashed to pieces on the rocky ground beneath. I was tossed about in the basket as the peas in a child's rattle, and cannot comprehend at this moment that my bones were not all broken. By-and-bye, the knocks became less frequent; we were passing over a cultivated country, and the car was, as it were, skimming the surface and grazing the tops of the hedges. I saw a thick hawthorn hedge at some distance before me, and the balloon rapidly sweeping toward it. That was my only chance. I rushed to the edge of the car, and flung myself down upon the hedge. I expected a severe tumble, but had a mild fall. The car did not, as I feared, strike me, but the moment I left it rose over my head. I slid down gently on the other side of the hedge. I rose on my feet and then tried every limb. They were whole, and I need not describe my feelings at this almost miraculous preservation. When I looked up I saw the balloon soaring majestically over the sea, from which I was about a quarter of a mile distant. My strength now almost forsook me; my lips were parched with thirst, and it was with pain and difficulty I was able to walk. I was almost too weak to climb over a little fence. Seeing some people at a distance, I tried to call for assistance, but my voice failed me, and I could not speak. I descended the hill slowly, and walked toward the little village of Waterfoot. As I went along I regained some strength. The good people of Waterfoot were full of kindness and sympathy; and I acknowledge their good tact, as, instead of importuning me by too much curiosity, they left me quietly to repose. Whilst I was lying up stairs on a sofa, a gentleman from Ballymena inquired for me, and kindly offered me a seat on his car and a bed in his house. I rode on with him to Ballymena, where I arrived at midnight. I was most hospitably received by Mr. and Mrs. PATTERSON. It was there that I met also my late companion, Mr. HALFERTY, who had heard of my rescue and had come to inquire after me. Altogether my solitary and not uneventful journey through the air, occupied, I think, about three-quarters of an hour, and the distance I traveled cannot have been less than ten miles."

MISCELLANEOUS.

THE HERCULES TARGET AND SIR WILLIAM G. ARMSTRONG.

To the Editor of the London Times:

SIR: I take the liberty of offering a few remarks upon a letter addressed to you by Sir W. G. ARMSTRONG, and published in the *Times* of the 27th inst., and as I have some notion why this consummate diplomatist has taken in hand the instruction of the public on the important question which regulates the penetration of iron-plated targets with steel projectiles at this time, I wish to make a few observations upon the views set forth in that letter as to the facts of the case. Sir, I entirely disagree with the assumption set forth, as being nothing more or less than notions which mislead the public mind, particularly when coming from such a quarter. Generally speaking, the knowledge possessed by those who think themselves really posted up in this question of penetration, when put to the test, falls to the ground. Nothing but a series of practical experiments can teach a man the truth. I apprehend that Sir WILLIAM ARMSTRONG has not had a tenth part of my practical knowledge at the work. Some time ago, say in March or April, 1862, Sir WILLIAM ARMSTRONG wrote a letter to the *Times*, after some Shoeburyness practice at armor targets with 150 pound spherical shot, that the true principle of destroying armor-plated ships was to smash them up with round steel shot. His tune is now changed to that of penetration, but Sir WILLIAM accords nothing to the advancement of arts and science in the performance of the work. With him, everything must be accomplished by bull force, and consequently, he returns to the use of enormous charges of powder at each charge, as the only remedy to which recourse can be had to assist in accomplishing the work. He confesses that his 600-pounder will fail before the Hercules target. I think he is right in coming to that conclusion, but if he means to say that no 600-pounder can be made to penetrate the Hercules target with eighty-seven pounds of powder for the charge, I beg respectfully to differ from him. If I am right, and I assert that I am, what becomes of the assertion that the formation of the major axis of the bore makes no difference in the striking or penetrative power of the projectile? Is such a proposition to be entertained for a moment in this country—"the machine-shop of the world"—that the science of artillery practice is to die out with Sir WILLIAM ARMSTRONG? No such thing. My guns beat Sir WILLIAM's service gun on all points, and if he has not made himself acquainted with the fact he should inquire at the proper quarter for the information. Sir WILLIAM shunts his shot. I can understand an engine-driver shunting his engine, because he can make the pressure of steam to suit the occasion, but when you come to shunt with gunpowder, it becomes a very different matter; the shot will go out whether it shunts or not, or burst the gun. Then who could uphold the assertion that the diameter of the projectile makes no difference in penetration? How happens it that a projectile of large diameter proceeds at a higher velocity than one of less diameter, and yet we are informed that the penetration of lesser diameter is equal to the larger one, without reference to the thickness of the plate against which they impinge? Sir, these statements may suit certain ends, but the true state of the case is this: The extra quantity of powder which Sir WILLIAM recommends in each charge has, as any one must know, something to do with the striking power of a projectile; but there are other considerations into which Sir WILLIAM has not entered. These are to dispense with the lead-coating on his projectile, the studs and buttons which he uses with the shunt guns upon his shot, then to form his projectiles upon mathematical principles, so that during their passage through the air they will fit the air in like manner as CHUBB's key fits his lock; then to shoot these projectiles in such a manner that they will take the proper mean of initial velocity and velocity of rotation, arranging their flight in such a manner that the hobble of the projectiles during their flight shall be nothing more than sufficient for long flight, and relieve it when the impingement on the target takes place. The question arises how can Sir WILLIAM do this? It cannot, in my opinion, be accomplished upon any of the old grinding systems of rifling. All those who have adopted this system of expanding lead on the shot or buttons, bars, &c., to fit the rifling, fix their velocity of rotation by expansion, &c., into the major axis of the bore. Suppose, for example, you are fighting an iron-plated ship on a wet, stormy day, and some of the powder-cartridges become damp and the powder damaged, the initial velocity of the projectile will depend on the quick burning quality of the powder-charges, while the velocity of rotation is fixed. I assert that in such circumstances the striking power of the gun is completely destroyed. I shall not remark further upon this matter at this time, except to state that in order to obtain equal results from rotary projectiles, it is of first importance to procure the proper mean of initial and rotary velocity. This can only be accomplished by causing the two motions to be imparted to the projectile by one and the same agency—viz.: the explosive gases. Apologizing for the length of this communication, I am, Sir, your obedient serv't, JAMES MACKEY.

No. 35 DUKE-STREET, ST. JAMES', June 29.

THE FINANCES OF MEXICO.

From the London Times.

Regarding the affairs of Mexico, the *Moniteur* publishes an official return of the gross revenue derived from Customs' duties, Excise, and internal taxes in that empire, showing that in the first quarter of the present year it amounted to $4,962,066, against $2,173,408 in the corresponding quarter of last year, the augmentation being $2,788,658; and further states that the gross Customs' receipts at Vera Cruz during May, 1865, amounted to $521,470, against $281,641 in the corresponding month of last year, being an increase of $239,829. From these figures, however, the *Constitutionnel* and other French government papers arrive erroneously at the conclusion that the total net revenue, (expenses and collections deducted,) will reach $19,848,264 for the year, apparently not taking cognizance of the fact that the first quarter embraces the active business season, and that at periods while yellow fever prevails in Mexican ports both the import and export trade is almost suspended. In the above sum of $4,962,066 the import and export duties figure for $2,827,281, or £588,959. Twenty-five per cent. of the import duties and five per cent. of export duties at the Mexican Gulf ports are hypothecated to the Anglo-Mexican bondholders. Owing to such import and export duties being thrown together in the return, it is impossible to calculate the precise amount to which these bondholders are entitled; "but," it is argued by a correspondent, "even supposing the whole £588,958 to be derived from import duties, and the receipts for the remaining three-quarters of the current year to equal those of the first quarter, the hypothecated per centage would be inadequate to discharge the annual interest (£307,249) on the old £10,241,650 Anglo-Mexican loan, to say nothing of the far heavier charge on the 54 millions sterling of debt since contracted by Mexico and the daily increasing debt to France for war expenditure." Every one must admit that the progress of Mexico under the new *régime* has been such as to demonstrate the advantage to the civilized world of its substitution for the rule of the various military brigands, whose career of blood and spoliation has been the scandal of nearly half a century; but it is inexpedient to raise exaggerated hopes, and thus, instead of encouraging patient efforts, to cause disappointment for the future to be inevitable.

THE GREAT EASTERN.

From the London Times.

SIR: In the *Times* of the 30th ult. it is stated that the *Great Eastern* "in the course of another few days will be in a condition to start, though it is not probable that she will really move to sea before the 9th or 10th of July * * * With all her weights she will then draw little over 33½ feet. * * * Before leaving her moorings in the Medway, divers were sent down to examine the bottom of the ship, and they reported her tolerably clean, except from mussels, which will all drop off before she reaches Dover. * * * The approaching voyage, however, is one of the very few where extreme foulness of the ship's bottom would be by no means a disadvantage, as it will be rather difficult than otherwise to keep the *Great Eastern* at the low rate of steaming required to pay out the cable with perfect safety."

As the laying of the Atlantic telegraph cable may be regarded as almost a nautical undertaking, may I be permitted to offer a few practical remarks on the foregoing extracts from your columns of the 30th ult.?

I commissioned Her Majesty's ship *Amphion*, a wooden ship, with copper bottom, at Sheetness, in December, 1852. She had been out of dock about four months, and lay at moorings in the Medway off Sheerness. Before proceeding to sea, the ship was docked, and, to my surprise, six tons of mussels were scraped from her bottom.

If during so short a period as four months this quantity of mussels, six tons, was removed from the bottom of a small copper-bottomed frigate, what quantity do you suppose is likely to have accumulated on the iron bottom of the *Great Eastern* during a period of more than six months for which she has been moored in the Medway?

I repeatedly crossed the Atlantic between Ireland and Newfoundland during the five years I commanded Her Majesty's ship *Resistance*, and invariably encountered the heaviest gales of wind from the westward in the Summer months.

The Galway packets were under my superintendence during the years 1860 and 1863, and I find from the reports of the naval agents attached to those packets that during the months of June, July and August strong westerly winds with heavy sea prevailed.

Hence it appears to me there are five valid objections to the *Great Eastern* starting from Valentia to lay the Atlantic Telegraph cable:

1. The prevailing current from the westward.
2. The experience of a prevailing westerly wind which blows from that quarter at least nine months in the year.
3. A prevailing swell from the westward.
4. The foul state of the *Great Eastern's* bottom, coated with a six months' growth, at least, of mussels, "which will greatly impede her steerage way," as they certainly will not drop off before she reaches Dover.
5. In the event of the *Great Eastern* meeting a gale of wind from the westward, accompanied by a heavy sea, drawing near 34 feet of water, she will, I am persuaded, be unable to preserve her steerage way.

On the other hand, should the *Great Eastern* commence from Newfoundland to lay the cable, the previous objections will all tend to her advantage.

1. During the passage out she will have lightened several thousand tons, and will draw at least two feet less water; consequently, the ship will be more under control before a westerly gale than she would be had she to contend, deeply laden, against a westerly gale.

2. The foul state of her bottom with the growth of more than six months' mussels, will be of less consequence in the management of the ship with a fair wind and following sea than when having to contend against a strong wind and head sea.

The speed of the ship could be more easily regulated coming from Newfoundland than going from Valentia, and the cable would run more steadily than if the ship were laboring against a head sea.

I therefore cannot refrain from expressing my opinion that the success of this great and interesting undertaking would be greatly promoted if the *Great Eastern* were to proceed direct to Newfoundland, and commence laying the cable thence to Valentia, instead of (as at present intended) from Valentia to Newfoundland. I have the honor to be, yours faithfully,

CHAS. G. E. PATEY, Rear-Admiral.

JULY 1.

LEGISLATIVE ECONOMY IN SWITZERLAND.

We read in the *Journal de Genevre*: "The sum of 5,000f. (£200) which the Grand Council has voted for urgent repairs to the chamber in which its sittings are held, presents this special feature, that the counsel only consented to grant the money after being repeatedly urged to do so by the Council of State. This persistence has produced in a certain press, accustomed apparently to the splendors of foreign courts, a regular explosion of disdain for the meanness of our representatives; they have been accused of compromising the dignity of the country by obstinately refusing to sit in arm chairs. We, who were born and who have lived in a republican atmosphere, know very well that the dignity of the country does not depend upon such things. Zeal for the public interests, activity, the conscientiousness manifested by the deputies in the exercise of the functions confided to them—these in our eyes constitute the true dignity of the country, and it seems to us that from these different points of view we have nothing but thanks to address to the great majority of the Grand Council."

INFERNAL MACHINES.

From Mitchell's Steam-Shipping Journal.

An ominous telegram from Paris, lately published here, startled the public by the announcement that a new engine of destruction had been tried at Toulon, the electric force of which surpassed anything hitherto imagined. An old vessel about 80 feet in length had been destroyed by this modern invention, which turned out to be a torpedo of an ordinary kind, such as those contrived by the Confederates and sunk in the rivers to stop the passage of the Federal vessels by blowing them up. The French papers gave currency to a report that these infernal machines did not require to be struck by the vessel passing over it, but that they exploded and destroyed the hull with the rapidity of lightning. M. DUPUY DE LOME, the engineer and naval architect, who has designed several of the Imperial iron-clads, and holds the appointment of government commissioner in the Corps Legislatif, was interrogated as to the wonderful properties of this submarine engine, and in explanation stated that there was nothing original in the invention, and that it was only a water-tight case filled with powder, and laid at the bottom of the water ready to be fired by the agency of electricity when an enemy's vessel pass over it. As torpedoes of this description had destroyed a few ships in the ports and rivers of the Southern States, M. DE LOME was anxious to test their operation, and a committee of scientific officers had been appointed to experimentalise on their actual application in the explosion of one in the harbor of Toulon. Of course, there must be some experience gained in the placing and firing of such submarine infernal machines, and even in their manufacture. This being so, their perfection must be promoted in peace, and then those who have to apply them will know how to place and fire them when their use shall become necessary. We should require to send such machines to colonial ports, and to afford instruction on their sinking, mooring and mode of explosion. As to the home ports, it is easy to build iron-clads that would serve the purposes of infernal machines, and yet command a battery of guns. Their size and form are matters of local information. For instance, take Portsmouth harbor. An iron-clad might be built whose bottom should meet the inequalities of the ground in the channel at the entrance to the port. This vessel could be raised and sunk at pleasure by the aid of trap-valves, fitted with powerful screw gear, to raise or lower them to let the water in or out. A vessel of this construction could be sunk at the mouth of the harbor, leaving her battery above the top of high water. By the use of steam pumps she could be floated in a few minutes, but it would not be necessary to let her ground unless in case of imminent emergency. When she was once let down, however, she would be a formidable impediment to remove, and dangerous to approach, as she could be guarded seaward by a network of torpedoes attached to a boom and chain. To clear the channel, the guns of this iron-clad would have to be silenced before she could be boarded, and to capture such a vessel would be a very bold affair, as she would be protected by shore batteries in addition to her own crew. To board and capture such a ship in a narrow channel would be next to impossible; but even were her crew overcome, and the shore forts overpowered, she would then be an infernal machine on a grand scale. Electric wires from the inner harbor or land could lead to a mine of gunpowder, and at a given signal blow the vessel up, and with her the whole of the enemy's forces. This, we submit, is the right sort of vessel to build for the protection of our harbors. We want floating batteries that shall serve as guardships at the naval ports, but constructed expressly for harbor duty only, and fitted with appliances for flooding the lower holds or midship sections in cases of extreme emergency. These iron-clad batteries can be rigged like other ships, and if it is desired to have them broader at the channel mouth, it is easy to sink them laterally, so as to let the tide pass in and out, and yet stop the ingress of any ships of war. Each of the first-class mercantile ports of the United Kingdom ought to have a floating battery of this character in readiness for obstructing the navigation channel. They would serve as gun ships for the instruction of the officers and seamen of the Royal Naval Reserve, and for the drill of young recruits for the navy. There must always be more or less risk in the placing of torpedoes, for they take some time to submerge and connect, and they are, under some conditions, as dangerous to friend as to foe. They stop the entrance of neutral vessels running a blockade, and they are in the way of our own ships of war running in and out. The placing of torpedoes is at the best but a temporary contrivance to retard the progress of an enemy's fleet; they can be fished up or removed easily by those who know the right way of going to work about the process. The torpedo boats are not much better than the sunken cylinders. A vessel that has to be propelled by steam power cannot approach a vessel without the fire from the funnel being seen by night; and by day there must be a bad look-out to allow of close contact. The small torpedoes, therefore, spoken of in France are not altogether suited for every contingency, and we conclude, on a full consideration of the subject, that large and powerful batteries that can be sunk are best suited for the securities of harbors from the intrusion of an enemy.

The New-York Times.

NEW-YORK, SUNDAY, JULY 23, 1865.

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To Advertisers.

Advertisers in the TIMES are requested to bring in their notices at as early an hour in the day as possible. If received after 8½ o'clock, it will be impossible to classify them under their proper heads.

Lincoln Monument.

Parties wishing to subscribe to the Monument Fund to the late President, can do so by applying at the publication office of the TIMES. Subscriptions imited to $1 each.

NEWS OF THE DAY.

GENERAL NEWS.

The iron-clad frigate ram *Dunderberg*, 5,000 tons ourthen, was launched from the shipyard of her builder, Mr. W. H. WEBB, yesterday morning, in the presence of some six or eight thousand spectators, among whom were Rear-Admiral GREGORY, Commodore RINGGOLD, Captains COMSTOCK, WEST and NYE, Ex-Collector BARNEY, Mr. PAUL SPOFFORD, Mr. WM. H. DARLING and many other distinguished gentlemen. A large number of ladies were also present.

From Hayti we learn that the insurrection is still confined to Cape Haytien. The government is able to take the city, but desires to spare the effusion of blood. President GEFFRARD offers an amnesty to the inhabitants of Cape Haytien, and urges them to expel the rebellious leaders. Gen. MORISSETT had been assassinated by the insurgent leader SALNAVE. The port of Cape Haytien is now in a state of blockade.

Mr. FREDERICK A. HOWE, of Meadville, Crawford County, Penn., was brought before Justice DOWLING at the Toombs yesterday, on a charge of defrauding Mr. N. SHELDON, of Brooklyn, L. I., of $5,500 by false representations in regard to some oil lands. Mr. HOWE was released on bail.

The mail car containing the Southern mail was preciptated into the North River, on Saturday morning, by the carelessness of some of the railroad employes. The mail was, after considerable trouble, recovered, but in a very damp condition.

Capt. HENRY WIRTZ, the demon who presided over the Andersonville prison, is to be tried by military court, for barbarity to his prisoners. All who can give valuable testimony should make the fact known to Col. CHAPMAN, the Juge-Advocate of the court, at Washington.

A Nashville dispatch says that President JOHNSON's timely indorsement of Gov. BROWNLOW's course, relative to the approaching election, has greatly cooled the excitement existing. Arrangements will be made to compel submission to the law, where violence may be apprehended.

A private letter received in Boston by the last mail from Australia, states that it was rumored at Melbourne, that the pirate *Shenandoah*, was cruising off the coast of New-Zealand.

Two young women—CATHERINE CRAIG and MARY COLEMAN—residents of Quincy, Mass., were drowned on Friday evening, while bathing.

The President has directed that all rebel prisoners, general officers included, shall be released upon taking the oath of allegiance.

Major-Gen. LOGAN is making speeches in Kentucky, in support of the Constitutional Amendment.

The entire amount of national currency now in circulation is a trifle less than $158,000,000.

Gov. BROUGH's health is improving, and he is probably out of danger.

Chief-Justice CHASE is at Portland on a visit to Senator FESSENDEN.

LOCAL NEWS.

The Ninety-fourth New-York, the Ninth Maine, and the Fifth Connecticut, arrived yesterday, and departed for Troy, Augusta, and Hartford. The Seventeenth Connecticut is expected to arrive on Monday from Hilton Head, in the *Arago*.

A fair inquiry prevailed on Saturday for the medium and better qualities of Flour, as also for good to choice Wheat, Corn and Oats at firmer prices. Provisions were in good request; New Mess Pork closed at a reduction of 25 cents per barrel, and Lard at an advance of ¼ cent per pound. Groceries, Cotton, Oils and Metals were quiet. Whisky was more sought after. The freight market was quiet, with 459 vessels of all classes in port.

The Expediency of Reducing the Army to Fifty Thousand.

It is now stated in official quarters that it is the intention of the government to reduce the army to 100,000, and perhaps to 50,000 men. We see no reason why the latter mark may not be adopted without injury or risk. All accounts represent that an absolute submission to the National Government prevails everywhere throughout the South. There is not the least guerilla warfare among the whites, nor the fear of any; and not the slightest sign of a violent disposition has yet appeared among the blacks. There is, indeed, great disturbance of industry, and a certain extent of civil and social disorganization, but nothing that calls for military interposition. It is really remarkable how quietly all the rulings of the Provost-Marshals and other government officials are acquiesced in, from the Atlantic to the Rio Grande. There seems to be no difference in this respect between those regions which are largely garrisoned with national troops and those which have few or none. The universal feeling is on the side of a complete submission to the National Government, and the speediest restoration possible of law, order, industry and prosperity.

Judging from present appearances, nothing is more unlikely than the rise of any disorder in the South of more than local character, and which could not be easily repressed by a few regiments at most. A general armed rising in any State of the South is no more probable than a general earthquake. The contingency that could call for the employment of heavy forces is so remote that it ought not to enter at all into any practical precautions. Even should it occur, it could be met effectually, though there were no such forces in service at the time. There are hundreds of thousands of veterans in the North, trained and disciplined to perfection, who would spring to their arms at the first call of the government, and be every way as available as any in the regular army. This reserve is the chief military strength of the nation, and would make a large army in garrison superfluous, even were the situation of the South far more unpromising than it is.

It is justly a matter of great concern with the government to reduce the public expenses to the lowest practicable limit consistent with the national welfare. The people are heavily burdened with taxation. It is felt by them grievously in every line of industry and in every branch of social life. Nobody complains of it, for all recognize that it is the price we have had to pay for the salvation of the republic. Nobody would get clear of it at the sacrifice of the public faith. The debt is sacred, and must be paid to the uttermost farthing. Yet, for all that, it is a sore burden; and it is the imperative duty of the government to take care that every dollar of the public revenues possible shall be used to lighten it. The assurance that this is faithfully done will greatly cheer and brace the popular heart, and contribute new strength to the national credit.

The bare fact of getting our national army down to some such low figure as fifty thousand will of itself speak volumes to the world for our ability to meet every public obligation. That which, more than all things else, has frustrated every attempt to reduce the great national debts of Europe, has been the magnitude of the standing armies. England has all the while about 230,000 soldiers on a peace footing; France, 450,000; Prussia, 200,000; Russia, 550,000; and the smaller Powers in proportion. Immense outlays are requisite to keep up these military establishments; and it is quite a marvel when, with all the heavy taxation, and with strict economy, an annual budget, like the last of Mr. GLADSTONE's, is presented with a surplus of a few millions of dollars applicable to the extinction of some little side-piece of the public debt. Put our army down to the standard of 50,000 men, and it gives us at once a prodigious financial advantage, palpable to every one. The financiers of Europe would quickly comprehend that when Americans talk of paying off every dollar of their debt of three thousand millions before this and the next generation pass off the stage, they can and will do what they say.

But, again, we believe that the occupation of the South by only a small number of troops will be far more effective in generating a healthful, loyal spirit there than the opposite policy. Mere intimidation can do little or nothing towards creating the sound public sentiment in the South which is now the most important of all things to be realized. To inspire confidence, our government must show confidence. President JOHNSON's entire course toward the Southern people has been in conformity with that principle; and its favorable effect has been unmistakable. But the confrontation of any community with a heavy garrison, for the purpose of maintaining authority, is a practical allegation that the community cannot be trusted; and its whole tendency would be to repel rather than attract, to alienate rather than conciliate. It is galling to the spirit of the Southern people to feel that the strong arm of the National Government has overcome them in the actual battle. To keep even the shadow of that army before them, after their submission has been made and peace has been secured, will only tend to perpetuate the sense of humiliation and the bitterness.

We doubt not that the government will give due weight to all the financial and political considerations which call for the reduction of the army to the *minimum* proposed. It certainly has shown no lack of a full appreciation of all the new responsibilities devolved by the new condition of peace. The rapidity and order with which the mighty armies have been marched from their fields of service, paid off, and returned to civil life, is something which the historian will comment upon with admiration. The same practical ability will wisely determine where the work of reduction should stop.

City Railroads—Air Lines.

We do not know that the plan of air-line railroads for the accommodation of city travel, has all the merit claimed for it by its author, Mr. RICHARD MONTGOMERY. But the *apparent* simplicity, cheapness and facility of construction, invite at least examination. This we invite the practical engineers of the city to give it, that we may know if the scheme can be made available. Our own view, at the first blush, is, that such an elevated viaduct—light as the structure is—would be objectionable on Broadway. But if the feasibility of the enterprise were made otherwise certain, there would be means of finding right-of-way on less thronged and important thoroughfares. It is claimed by the author of the present device, that a road such as he proposes—extending from Madison-square to Bowling-green—can be built in four months, and built without disturbing the traffic on any portion of the streets through which the line passes. It is also claimed that the construction will cost not more than $13,000 a mile. Even if it cost double this amount, and were made durable and thoroughly safe, it would be a mere bagatelle.

Such elevated tracks are now used for nearly all the railroads entering London on the east side. The principle of construction is doubtless very different, but the elevation is in many cases very much greater even than that here, and the safety, convenience, and facility for working these London termimal lines, are all undisputed. This may not be the right idea that Mr. MONTGOMERY has struck, but it is feasible enough to force the subject, in its broad aspect, on the immediate attention of every intelligent citizen. For this reason, we urge the matter upon public notice. We must find relief for the intramural travel of the city in some way. All the roads leading longitudinally through the island are now crammed, and at every hour of the day, by a weary, sweltering crowd, that find the accommodation which is usually given to dumb animals. Remonstrance is utterly vain. And perhaps the companies are not altogether to blame. The travel may be actually too much for their carrying capacity. If so, let them countenance and support, or take a leading part in establishing air lines. These latter could never compete with the street roads for the *way* traffic. They would be mainly serviceable to the through traffic, say to and from half-a-dozen great centres.

A NUISANCE IN OUR CITY HALL PARK.—While we think the greatest possible latitude should be allowed to youngsters who come out of the lower wards to enjoy themselves in the City Hall Park, we think there ought to be a stop put to the nuisance of juvenile street-sweeping beggars, with which the Park is infested. Scores of ragged girls parade the square with brooms, and shout at every passer-by for pennies with merciless persistence. The mendicant elders are doubtless more or less gratified lookers-on at some convenient distance. The young beggars perform no sort of service with their brooms beyond that of sprinkling the passing pedestrian with mud. All this goes on daily and hourly under the eyes of the police. Yet they fail to see it, and the public suffer enduringly.

Eating—Argumentum ad Hominem.

Our neighbor, the TIMES, has been making persistent, zealous and possibly wise exertions to reduce the current prices of fresh meats in our city, to which end he reiterates such exhortations as the following:

> The remedy is with the people themselves. We reiterate, and shall reiterate, that the proper way to bring speculators to their senses is to *buy no meat*. The butcher cannot buy if he cannot sell, and if he cannot buy the market *must* come down.

We like that. It is wholesome. Our people eat twice as much meat as any other million inhabiting one city anywhere on earth. They would live longer and feel better if they ate a great deal less. And there is not a bit of danger that the entreaties of the TIMES will be any more influential than is good for us.

We hope, however, that no impertinent poke-nose will ask the editor what he has for breakfast or dinner. That is nobody's business, and has no bearing on the merits of his proposition.—*Tribune.*

Just so. Then, why does the Editor of the *Tribune* himself insinuate the question? Better ask it plumply, and get a civil answer. One of the principal contributors to our meat column, then—one moreover quite as life-like as the Editor of the *Tribune*—had two eggs, sundry slices of toast, and a large cup of coffee for his last breakfast. For dinner, he had the best part of a fresh mackerel, a fruit pudding and two mugs of ale. If the Editor of the *Tribune* desires further to insinuate an inquiry as to how these meals agreed with the contributor in question, let him insinuate himself into his good graces, and make personal inquiry, in the usual polite form: *How do ye do?*

EUROPEAN SOCIAL REFORMS.

The Utilization of the Sewage of Cities.

From Our Own Correspondent.

LONDON, July 3, 1865.

The health of the English towns has corresponded in a most remarkable manner with the substitution of sewers for cesspools. The refuse of a town, instead of fouling the subsoil and filtering in through the walls of houses, bringing with it pestilence, disease and death, is at once carried off at the rate of at least one mile per hour, and drained into some suitable receptacle. Until recently most cities and towns in Great Britain emptied their sewers into the most natural conduit—the river. But as population has increased, and as many hundred thousands lived on the banks of the little streams, it was found that the rivers themselves were becoming huge running ditches of filth, and that the excellent fish which fill the English streams were being rapidly destroyed, as they are now in our American streams. (There are people probably living who can remember when salmon ran up the Connecticut in immense numbers.) The water, too, became poisoned for human use, as was shown by the following very striking instance, extracted from a report by Dr. D. THOMPSON:

> "But, perhaps, the most horrible example on record of the fatal effects of impure water occurred in 1854. I found that the Southwark Company's water was of a different composition from the water of the Lambeth Company. When I applied a piece of muslin over the supply pipe of the Southwark Company to the cistern in my laboratory at St. Thomas' Hospital, a large quantity of human excrement was detained, and the impurity was much greater in the Southwark Company than in the Lambeth water, which contained little or no matter in mechanical suspension. The Lambeth water was obtained from Hampton, while that of the Southwark Company was pumped up from the river, near Vauxhall bridge. These two companies possessed mains in the same streets, and supplied the houses indiscriminately. Analyses alone enabled me to detect the two waters, as the inhabitants, without consulting their water receipts, were unable to state the source of their supply. And although the population supplied by the two companies was precisely in the same condition, except as to water, the cholera deaths in the houses supplied by the Lambeth Company were 37 to every 10,000, and in those by the Southwark Company, 130 to every 10,000, or as 1 to 3½. I conclude from the data supplied that 2,500 persons were destroyed by the Southwark water, who would have been saved if they could have obtained the Lambeth water. It is a remarkable fact that the Lambeth water, in the epidemic of 1848-49, was more fatal in its effects than the Southwark, the Lambeth Company taking their water lower down the river at that time. The mortality in houses supplied by the Lambeth water was 125 in 10,000, while the deaths in houses supplied by the Southwark water were 118 in 10,000."

In one small town near London, Croydon, the municipality have been in the habit of coursing their sewers into a small stream near them, the Wandle. The owners of portions of this river finding the trout being destroyed brought an action against the town, and obtained an injunction against this fouling of the stream. The city fathers were accordingly forced into "*utilizing the sewage*" in agriculture.

I went over recently to inspect this application. A cab drive of half an hour through lordly English lanes and roads from Croydon, brought me to the "Buddington farm," where the experiment is going on. The son of the proprietor, Mr. MARRIAGE, kindly showed me abut.

The population which forms the sewage numbers about 16,000, and the water contributed is estimated at about 65 tons per head without the rainfall, and 98 tons with, annually. The board have rented 300 acres at £3 an acre, and sublet it to Mr. MARRIAGE at £4 with the sewage. The foul water comes out in ordinary pipes at the top of a succession of fields, and empties into open ditches. The fields slope for some distance toward the river, and the irrigation is the most simple possible. The sewage flows through the ditches, and, wherever a field is to be watered, little open sluices are cut on the top of the meadow, a board is placed across the main ditch as a kind of a dam, and the fertilizing water flows over the field.

The method is to let the liquid flow over from 20 to 30 acres for about four days and nights, and to give three such dressings between each cutting. The water is again redistributed, and in this way much of it is used two or three times. At the first discharge the sewer-water, though not oppressive, seems like very dirty ditch water, with a smell of organic decaying matter; in its outlet in the river it is as clear as an ordinary running brook, having been purified by all this filtration through gravelly soil. And, so far from being injurious to fish or a nuisance to the owners of the river, the largest trout are found at its mouth, and a grating has been obliged to be put across it to prevent the trout from running up the conduit, and some of the mill-owners have offered considerable sums to obtain the additional water. As to its effects on the grass-lands, there could be no doubt to any one soberly looking at these meadows. One crop had already been cut of meadow grass, and yet it was then (in June) a foot and a half high. The land under sewage, Italian rye-grass, yields at least four cuttings, and from 30 to 35 tons of green produce per acre annually. The cuttings commence in April and last even into November. The grass sells for about $6 25 (gold) per ton in London, and realizes from $4 to $4 25 per ton on the land.

The meadow-grass gives four cuttings per annum, but is less liked than the Italian rye-grass, and is either sold on the land or grazed, yielding considerably less profit than the other. As a whole, the farm evidently pays admirably under this system of manuring, though the liquid was not applied to any root or grain crops. In several cases, after this irrigation over broken land, grass sprang up spontaneously, of an excellent kind. In some of the fields, many horses and cattle were feeding. The towns, too, are rid of their sewage in the most simple and inoffensive manner. It is altogether a remarkable instance of the modern scientific utilization of our most (apparently) useless and offensive refuse.

The water of the Birrington sewage has been carefully analyzed, both before and after irrigation, and the water also of the River Wandle, above and below the outfall. An ordinary sewer will contain often about fifty per cent. of organic matter in its liquid. This water, after irrigation, only had 2.40 per cent. in October, 1861. The river above the outfall showed 1.44 per cent. of organic matter; below, 2.08.

Corresponding methods of utilizing the sewage have been tried in various towns of Great Britain—in Edinburgh, Carlisle, Rugby, Worthing, Watford and other places. In Watford, Mr. CHADWICK told me that he was one day showing some French gentlemen the admirable arrangements of the Earl of ESSEX for conveying the sewage to his lands. As they passed through the town they observed a drove of cattle being driven to the shambles. We drove after. While watching the flow over the Earl's fields, we saw that the stream was colored with blood; or, in other words, within two hours the noxious refuse of the slaughter-houses of a city is three miles away, carrying fertility to rich fields of grass! Such is sanitary improvement in England!

This whole subject has received throughout the kingdom the most careful experiment and analysis, even to the extent of thorough scientific experiments with fattening cattle, analyzing the grass, the milk and the sewage, and determining the exact value of the sewage. It will be hardly worth while to go into these details here, though they will be forwarded hereafter in the Blue Book reports to New-York, so that those interested may ascertain the experience of England in this important matter.

In general it may be said, that the money-value of the sewage depends on such circumstances, though its manure is estimated by chemists as worth from 4 cents to 1 cent a ton of fluid. Experiments have proved that fluid-sewage cannot be manipulated into solid, so as to pay. Irrigation by gravity is probably the only system which will remunerate pecuniarily. On heavy clay lands sewage irrigation would probably not be beneficial.

This subject in time must command the attention of towns and cities in America, before our pure streams and rivers are utterly befouled.

C. L. B.

MORAL INSANITY.

Result of the Harris Trial.

To the Editor of the New-York Times:

Will you permit one of your readers to analyze in your paper the so-called prayers brought forward by the defence and prosecution in the Harris case before the District Court at Washington? Really, Sir, courts and juries must be much perplexed and bewildered when such documents appear before them in the shape of instructions.

The great misfortune at the bottom of our mode of legal procedure in lunacy is the following: That jurists are as much inclined to act the part of physicians in courts of justice as the latter are to try to represent lawyers. The physician will often on the stand discuss premeditation of acts, their spontaniety, their criminality, or explain the effects of moral causes, &c., forgetting his duty to remain within the limits of the diagnosis or verification of insanity. On the contrary, gentlemen of the bar or judges on the bench, often give questionable definitions of insanity, or, as in the present case, realize their own fancies as being real diseases, and present their abstractions as facts to a common jury, when they are completely ignorant of the subject. Now, Sir, these legal instructions on insanity are nothing but imaginary conceptions, having no foundation in nature. They present an inextricable confusion of legal criminality, mixed up with doubtful speculations on moral freedom.

Allow me to state the point. Logic requires that, if insanity is a perceptible disease at all, it must present physical symptoms. The perturbance of the faculties and its symptoms, (which are caused by the relative ailment of the body,) become, then, the only and real signs of insanity. Therefore, the whole question involved in criminal cases is, whether such physical and mental symptoms coexisted at the time of the commission of the overt act. We say *do coexist* intentionally, because by themselves, mental symptoms are insufficient to prove insanity, since the most preposterous and extravagant delusions are found equally in the world and in lunatic asylums. But here the question is really circumscribed to clinical facts, and it would be a gross contempt of science to pretend that an hysterical fit might turn into an impulse to commit an overt act such as that alluded to. Now, whatever may be the circumstantial or the moral propriety of an act, medical practice has nothing to do with it. A legal expert must not exceed the limits of his calling, and we come to the conclusion that lunacy, whether intermittent or not, requires that its manifestations (let it be delusions, hallucinations, or a perversion of the will) should be *morbid*, viz: a tangible reality, and not an equivocation on moral infirmity.

Let us briefly review the instructions asked for by the defence: First, If when the prisoner committed the said acts, she was either, by physical disease or some *moral cause*, not voluntarily inducted by herself, unable to control her will and actions with *reason and judgment*, &c., then in the judgment of the law, she was insane and not guilty. In these few lines error is plain; there is a confusion of two different mental states—*disease* and *passion*—which are certainly not convertible terms. The subjoined clause about the voluntary induction, is absurd and unnecessary. You may voluntarily put yourself in a passion to commit a crime, but to procure ones self a transitory fit of mania for the same purpose is a fiction. The second suggestion of the defence relates to the theory of an *insane impulse*. If disconnected from a real case of insanity, it is an equivocation. The third suggestion refers to the possibility of the jury entertaining a reasonable doubt concerning the soundness of the mind of the prisoner. Certainly, if this girl was unable to control her will and actions at the moment of the homicide by the existence of a mental disease, her impulse to kill was a sign of insanity. But a moral cause, even the most cruel treatment, cannot produce an instantaneous disease, which has no more duration than the overt act. This theory is long ago exploded and condemned by common sense. If unsoundness of mind means that it is marked by some morbid delusion, it is the business of the expert; but if it means a pure moral incapacity, courts and juries decide the case without the assistance of medical observation.

Now, on the other side, the prosecution proposes in its prayer, that the prisoner must be found guilty, unless it is proved that she had no sufficient reason to know the nature, quality and character of the act, and sufficient capacity to distinguish right from wrong, or that she could not resist, from disease, the commission of the act. Again: "If the jury find from the whole evidence that deceased came to his death, &c." .... In order to entitle the accused to an acquittal on the ground of insanity, it is not sufficient for the accused to show a state of mind susceptible to disease, nor is it sufficient that the proof merely shows that it was possible or even probable that at the time of the commission of the homicide the accused was of unsound mind and subject to fits of fury, and was subject to paroxysmal insanity, but it must be shown that the act of homicide proceeded from a paroxysm of insanity occasioned by disease, and not from criminal intent.

As we have said, the test of knowing right from wrong, or that of knowing the quality, nature and results of an act is rejected in medicophysical science; it is clear that the susceptibility to disease, the possibility or probability of insanity are also mere fictions. Physical and mental symptoms are the only test of mental disease. But the latter part of the request made by the prosecution appears to us in accordance with medical jurisprudence.

Our conclusion is found in the *American Journal of Insanity*, of April, 1865, page 480: "For physicians, insanity is an idiopathic or sympathetic disease of the brain, which opposes its physiological and psychical functions, and which is always demonstrable by mental and physical symptoms. It is clear to us that all moral indications must be accompanied and verified by pathological symptoms. Therefore, leaving to jurisconsults the appreciation of the moral causes and the legal diagnosis of crime, with all attendant circumstances, our criterion of insanity must be only pathology, not as the learned GRIESINGER says, in the morbid anatomy, but rather in its symptomatology. It will then matter very little whether an act of a maniac or monomaniac depends on or lies within or without the limits of his delusions. This has nothing to do with the medical inquiry.

Besides, have we not seen that in moral insanity, or diastrephia, there are no apparent delusions, no errors of judgment, but a lesion of the faculty of volition, manifested by the perversity of actions or appetites? But these moral symptoms would be of little weight in discriminating betwen a felon and an insane person, if physical symptoms were not present to insure the expert against simulation. The question whether the accused was insane or not at the time of the perpetration of the crime is, and must be, for medical experts only a question of pure medical diagnosis, and not a moral or legal speculation on the nature of the act."

The result of the trial is known. It may be questioned whether public morals or justice would not have been directly wounded by a decision that this girl was insane. The jury has made use of its unlimited power, and the theory *served him right* is again the proof of the *anarchy* of individual rights over those of society. Some may say "It was a victory!" but others will answer: Where are the heroes, or the rescued innocence? We fear on the contrary, that no one who was employed in this judiciary drama has gone home without some feeling of regret.

I remain, dear Sir, with much respect,

DR. J. PARIGOT.

The Blessings of Debt.

NEW-YORK, Thursday, July 20, 1865.

To the Editor of the New-York Times:

Not appreciating the "great blessing" of a national debt, I should be glad to see wise and honorable means taken to gradually reduce it. I think a society might be formed for that purpose to advantage, each member of which should agree to cancel a certain amount of the obligations of his government according to his means. The member might pay a small sum annually to defray the expenses of the society, with the agreement that he would bring a certain sum monthly or otherwise to be cancelled by an officer appointed for the purpose, and he should also use his best efforts to persuade others to assist in the patriotic work.

The government obligations should be effectually canceled in the presence of the party bringing it, and a book should be kept showing by whom the greenback or bond or fractional currency was brought, and from time to time the paper should be sent to the Secretary of the Treasury, and his receipt should agree with the canceler's book.

I think that a systematic effort similar to the one I propose would probably become popular, and might in course of time considerably reduce the national debt, and thus lessen the burdens to be borne by future generations. I think, too, it would be well if our wealthy men bequeathed a portion of their riches to their government. This would require no sacrifice on their part, and would in many cases benefit their children.

A CITIZEN.

The Great Highway to Europe.

To the Editor of the New-York Times:

May I be permitted to explain away, if I can, through the columns of the TIMES, an erroneous impression that seems to have overcome more or less of its readers relative to the nature or description of steamers that the "Transatlantic Express and Passenger Steamship Company" design to build. In an editorial reference on the 14th inst., to a very able article on the subject in the TIMES of that date, you state that the vessels are to be "of *Great Eastern* proportions," which is understood by some in a mechanical sense, and as meaning a relative disposition of length, breadth, depth, &c.; or, in short, a model after that great ship; a feature which it is considered most desirable to avoid in the proposed vessels, she representing, as I consider, but a faithful sample of "*how we should not build a steamship.*" Her vertical measurement rises fifty-eight feet six inches from a flat bottom, with the keel turned inward, to about an acre of deck, much of which is constructed of double plates of iron under the planking, and still exposing above that already great height for anything intended to float on the surface of the water, her bulwarks, deckhouses, masts and rigging, and her lofty wheel-houses, making, with her length of 690 feet and beam 83 feet, an enormous hull drawing only 25 to 27 feet of immersion, which facts should explain to any who are familiar with the natural principles governing such a case, why she becomes in certain seas the greatest roller afloat. I have myself been witness to her rolling her guards some feet under, when in a seaway of no extraordinary roughness; and when we consider her broadside exposure to a gale—of over 3,000 square feet, or two-thirds of an acre—it is easy to conceive, considering her comparatively small amount of steam power, her liability to become unmanageable in heavy weather.

The *Great Eastern* had, however, an advantage over ordinary steamers in her great length, which enabled her to run on an even keel, or avoid pitching, and therefore as long as she could maintain her course, or avoid "broaching-to" in a gale, she could make almost her normal speed, while ships of the usual length would, from pitching and plunging, become comparatively like the pedestrian, who, when walking in deep sand, is said to make "one step forward and two steps backward." The advantage of the great length of the *Great Eastern* was proven during the day previous to the breaking of her rudder, when she made 283 miles, whilst the steamer *City of New-York*, less than half her length, though the best of the Inman line, in the same gale, made but 82 miles. *Vide letter from Capt. Walker.*

The proportions of the proposed steamers are 590 feet long, 75 feet beam, with but 30 feet perpendicular, less than one-half that of the *Great Eastern* (when her top incumbrances are considered), avoiding angles in the form of their bottoms, which will be at the same time almost without a straight line; in short, a model calculated to glide over the water with the least possible resistance, minus the grand rolling powers of the *Great Eastern*, the principal source of all her troubles.

They will possess supplementary propelling powers, which was the salvation of the "great ship" when her paddle wheels and rudder were destroyed in 1861, and on which event it was admitted that her masts and sails availed nothing toward relieving her from distress.

The new steamers will also be constructed to manœuver or steer in any direction, by means of their machinery, without a rudder, should that appendage become disabled.

I have been long impressed with the mistake made in expending so much steam power in driving ships to too great an extent through the dense depths of the ocean. The nearer we can run "between wind and water," the more easily can a properly-powered steamer be managed, the greater will be her speed, and with length enough to overcome the ordinary pitching motion at sea, approach great regularity of movement in all conditions of the weather; and a vessel modeled to meet these ends, can be arranged to afford light, airy, commodious and wholesome passenger comfort, such as is unknown in the dark interiors of the ships that now render a trip across the Atlantic so painful to thousands, and will, with advantage to stockholders, at the same time relieve the passengers of a good portion of the expense of the horrors they now endure, by carrying them at a fair price.

The modern improvements for generating steam-power are so very great, and steam-engines are now constructed so perfect and durable, that those who still maintain a peculiar fancy for the spread canvas and stately masts, may as well make up their minds that *the machine* is surely destined to rob the ship of all those old poetical features. The boatswain's whistle, for all the music there is in it, may well be dispensed with, and the "bells" of the "midnight" or any other "watch" substituted by the regular strokes of a good clock, that all can understand.

I trust that your readers will not only see that the proposed ships are to be very unlike the *Great Eastern*, but will be pleased with the view of constructing them throughout, as you very properly stated, and which accords with my own experience, "as only Americans know how."

Very respectfully, T. SILVER.

The Question of Negro Suffrage.

SARATOGA, Tuesday, July 18, 1865.

To the Editor of the New-York Times:

I have watched your course on the negro suffrage question with much interest, but not with entire assent. It does not seem to me that the true issue is yet made, or the true measure proposed. I have been waiting, in fact, for weeks to see it proposed, but as yet it does not appear. Perhaps you will permit me to just offer it in a way of suggestion, for I cannot promise to follow it up in the discussion that may be necessary.

I think that it will be admitted by all that we are bound to make the emancipation work in the best manner possible for all the parties concerned; for if it is turned so as to become an element only of animosity and ill will in all the parties concerned, there will be no industry, production will be stopped, poverty and distress will follow, and these will issue scenes of violence and abuse that will nigh dissolve society itself. And I see no way to prevent this very deplorable result, but to have the whole black code of the former times completely cleaned away—the law of passes for example, the law of evidence and impeachments of crimes, all the laws that put the condition of color under restraints and modes of eminent control that are not equal. Considering the old habit of domination, and the certainty that political power in the white race only will be ever asserting itself in acts of oppression, there seems no chance at all of security for the condition of equal right and cordial good understanding, but to throw some kind of political function upon the colored race. The emancipation never can be anything, in short, but a bitter failure, unless some equal right of suffrage is given to the emancipated race; for without this safeguard they are and must be totally defenceless.

We also want some kind of security that the enlarged representation which is now to accrue to the South shall not be used in a way to result in the repudiation of our debt, and a second and more fatal overturning of the government; and this we cannot sufficiently provide, unless by the help of negro suffrage.

And yet I quite agree with you, that our Congress has, and can have, no right to interfere at all with the terms of suffrage in the States. Such a measure would be one of violence, and not of customary or constitutional right. Down to this hour, every State has had its own laws of suffrage. The State of Connecticut, for example, has never yet allowed the right of negro suffrage. And if Congress were to come down, even now, upon the State with a law requiring a concession of negro suffrage, there is not one citizen, probably, of the State who would not take it as a high-handed act of encroachment.

What, then, shall we do? I propose—this is the suggestion I was going to make—that we pass another amendment to the constitution, regarding the basis of representation in Congress, viz.: That all the States, without distinction, shall have a representation according to the number of their free male voters, either ascertained by the census or by the total vote actually cast at some given election.

Such an amendment we have a right to pass, for the matter is one which the constitution regulates now; and the fact that so great a change, not provided for in the constitution, is now to occur, affords a sufficient pretext for a new and revised settlement of the subject matter in question.

The result, if such an amendment is passed, will be to throw a very strong temptation in the way of the Southern people, to extend the right of suffrage to the colored race; and when it is done, it will be done by their own act, and not by exterior dictation. And this will so far conciliate them and the colored race toward them. They can never rest in a half representation. Leaders will also spring up among them to head the emancipated race in agitations of the question, and the concession must soon be granted.

If any should object, then the proposed amendment gives a permission to universal suffrage. Let it be qualified so as to give a representation according to the number of free male voters who can read, creating thus a premium for universal education.

I am no politician, as perhaps will be clear already, without saying it. I only throw out this suggestion as one that deserves, at least, to be considered. But if I am right it disposes of the very great question of negro suffrage without even naming it. Whether new members shall be admitted to the floor of Congress before the amendment is passed is a very important question, which, however, it is not important for me to discuss.

H. B.

Taxation of National Banks.

To the Editor of the New-York Times:

The Comptroller of this State, in his remarks on National Bank taxation, says the National Currency Act authorizes such taxation. The words of the act in regard to the matter are as follows: "Provided, that nothing in this act shall be construed to prevent all the shares in any of the said associations, held by any person or body corporate, from being included in the valuation of the personal property of such person or corporation in the assessment of taxes imposed by or under State authority at the place where such bank is located, and not elsewhere, but not at a greater rate than is assessed upon other moneyed capital in the hands of individual citizens of such State."

Now, so far as the National Currency Act is concerned, the above settles the matter of taxation of National Banks, but it affects only the National Currency Act. It says nothing in regard to what may be contained in other acts. It does not repeal any other act that may come in conflict with it, consequently such acts must still be in force, and the following extract from the Act of Congress, approved Feb. 25, 1862, must still govern in such cases. "And all stock, bonds, and other securities of the United States, held by individuals, corporations, or associations within the United States, shall be exempt from taxation." Now by the foregoing, which has never been repealed, in the case either of banks, or others, a national bank is as much entitled to have the United States bonds, in which its capital is invested, deducted from its assessment of taxes, as is any individual to have the United States bonds in which his capital is invested, deducted from his assessment. To say that the capital of a bank, in a property point of view, is different in its nature from the property, or capital of an individual, is an absurdity. The United States Supreme Court in its decision of last December, says, "when the capital of the bank is required, or authorized by the law, to be invested in stocks, and among others in United States stocks, under their charters, or articles of association, and this capital thus invested, is made the basis of taxation of the institutions, there is great difficulty in saying that it is not the stock thus constituting the corpus, or body of the capital, that is taxed. It is not easy to separate the property in which the capital is invested, from the capital itself. It requires some refinement to separate the two thus intimately blended together. The capital is not an ideal, fictitious, arbitrary sum of money, set down in the articles of association, &c." In the above case the decision was, "that the tax on the capital of the Bank of the Commonwealth, is a tax on the property of the institution, and which consists of the stocks of the United States, &c.," and the decision of the court below was reversed, and judgment was entered in favor of the bank.

If the amount invested by a bank in United States stocks, cannot be taxed as a whole, as capital, how can it be taxed in smaller quantities, as shares. In what way is the nature of the thing altered, by separating it into parts.

The closing remarks of the Comptroller, that "too much property is already exempted from taxation, by reason of its being invested in privileged securities, leaving the great burden of taxation to fall upon the less fortunate," would be more appropriate in a political speech, than in a document from a State Officer. Such remarks do very well to excite dissatisfaction, but there is no argument in them. Those persons who, in the hour of our nation's trials, came forward and showed their faith in her final triumph by advancing their money, and taking her bonds for security, should be more favored than those who held back, and refused their aid, and tried every means in their power to ruin her credit. BANK.

The Times Missing.

NEW-YORK, Thursday, July 20, 1865.

To the Editor of the New-York Times:

Can you advise me how to proceed to procure a copy of your paper *every day*. I live in the upper part of the city, and have made an effort to have one left at my house every morning by the carrier, but one or two days in each week would find the New-York *Herald* left at my door, and when interrogated in regard to the matter the answer from the carrier would be. The "TIMES package was short this morning." Strange to say, that of the *Herald* was always over.

Finding I did not succeed in this I determined to pick up the paper from the news-stands or of the newsboys as I came down town. Vain endeavor. The boys would cry, *Herald, Sun, Daily News*, but no TIMES is heard, and looking on the stands, the same show. *Herald always!* package never short.

Now which is truth? Are not enough copies of the TIMES published to meet the demands of the people, or is it an *arrangement* on the part of the newsdealers and politicians to compel the people to purchase the *Herald and kindred sheets* or have none?

Yours truly, A SUFFERER.

Railroad Accommodation.

To the Editor of the New-York Times:

I am one of those who unfortunately find it necessary to use a small railroad from Jersey City to my place of residence. The road runs a train in the middle of the day, and two others later in the afternoon. One of these latter trains is too early for most business men, and the other is too late. Yet notwithstanding this they are crowded. On Saturday afternoon the train in which I was a passenger broke down, the engine not being sufficiently powerful to do the duty imposed upon it. All the importunities of the residents along the road for another train at 5 o'clock are unavailing, and the directors insist on doing business their own fashion, to the detriment of their property, paying, I believe, no dividends. On the occasion alluded to, a director of the road, who is also one of its prominent officials, was asked why another train was not run, and gave the following astute reply, which deserves to be chronicled: "*Why, if we ran another train it would be just as crowded as this one!*"

I send you this to show that New-York railroads are not the only ones ruined by stupidity and cupidity in high places. Respectfully, A TRAVELER.

NEW-YORK, July 17, 1865.

FROM WASHINGTON.

WASHINGTON, Saturday, July 22.

THE PRESIDENT ON A PLEASURE TRIP.

The President, accompanied by Secretary WELLES, Assistant Secretary FOX and Hon. PRESTON KING left this afternoon on an excursion down the river on the United States steamer *Hornet*. The party will be absent until Monday morning.

HOW THE POOR BOYS WERE RECEIVED.

A considerable proportion of the applications of widows, mothers, &c., for pensions, now coming into the Pension Bureau, state as the cause of the death of their husbands, sons, &c., exposure, starvation or shooting by the guards of prison-pens in the South.

ALL PRISONERS TO BE RELEASED ON TAKING THE OATH.

The President has ordered the release of all remaining rebel prisoners of war, including the Generals, upon taking the oath of allegiance and giving their parole Under this order the rebel Maj.-Gen. EDWARD JOHNSON was released from the Old Capitol to-day.

Dispatches to the Associated Press.

WASHINGTON, Saturday, July 22.

TRIAL OF THE ANDERSONVILLE JAILER.

The country will be gratified to learn that Capt. HENRY WIRZ, lately prison-keeper at Andersonville, is shortly to be put upon his trial for the cruelty and barbarity practiced by him upon our prisoners confined at that place. The military commission sitting in this city, of which Brig.-Gen. A. B. HUNTERWOOD is President, and Col. N. P. CHAPMAN, of the War Department, is Judge-Advocate, has been directed to try the case. The charges embrace a list of atrocities that are little short of fiendish, and will arouse the indignation of the civilized world. The government is now engaged in the collection of testimony, preparatory to trial. Let the soldiers who have survived their imprisonment at this prison, put Col. CHAPMAN in possession of any essential facts.

THE REBEL GEN. COOK.

The President has directed the release on parole, with permission to return to Georgia, of the rebel Gen. PHILIP COOK, a prisoner of war in the department of Maj.-Gen. HARTRANFT.

ALL PRISONERS TO BE RELEASED.

By direction of the President all prisoners of war, including the rebel Generals, are to be released upon their taking the oath of allegiance.

NATIONAL CURRENCY.

The national currency issued during the week, amounts to $3,787,050, making a total $157,907,665 now in circulation.

THE SANDWICH ISLANDS.

A Suspicious Vessel Cruising in the Pacific—Supposed to be the Rebel Pirate Shenandoah.

SAN FRANCISCO, Wednesday, July 19.

Sandwich Island dates to the 28th of June are received.

The Hawaiian schooner *Pfel* arrived at Honolulu on the 22d of June from the Micronesian Islands. She reported that on the 30th of March, in lat. about 4 north, long. 167 west, a vessel bore across the schooner's bows. The stranger was a bark-rigged propeller. She showed English colors. Her boat boarded the schooner with two officers and a large crew, armed with cutlasses and revolvers.

The commanding officers demanded the schooner's papers in an arrogant manner, closely inspected them, pronounced them correct, and then became polite. Being told that the schooner was last from Ascension, on Strong's Island, he asked if any whalers were there, and mentioned the names of several American whalers supposed to be cruising in those waters. He said his ship was the English ship *Miami*, but that he had not been in port lately.

After leaving the schooner he sailed in the direction of Strong's Island, 400 miles distant. The captain of the schooner says that the boarding officers were Americans. There is little doubt that this ship was the *Shenandoah*. She was then on the track of whale ships returning from the Southern seas, bound north to the Arctic, and of sperm whale cruisers. Were she to proceed thence to the Arctic she would make terrible havoc among the sixty or seventy whalers congregated there.

HAYTI.

Progress of the Insurrection—Gen. Morriset Assassinated—Cape Haytien Blockaded.

The latest intelligence from Hayti shows that the insurrection is still confined to Cape Haytien. The government is able to take the city, but desires to spare the effusion of blood necessary in a direct attack.

President GEFFRARD has issued a proclamation to his people, assuring them that the motto, "Liberty and fraternity," of the insurgents is but a sham and a deceit.

He offers an amnesty to the inhabitants of Cape Haytien, and urges them to expel the rebellious leaders.

Gen. MORISSET had been assassinated by the insurgent leader, SALNAVE. A grand funeral ceremony took place at the Port-au-Prince Cathedral, at which the Archbishop and the President assisted.

His widow has been pensioned by the government.

The port of Cape Haytien is now in a state of blockade.

Movements of Chief Justice Chase—The Marquis of Drogheda Going to the White Mountains.

PORTLAND, Me., Saturday, July 22.

Chief Justice CHASE arrived here this noon and is the guest of Senator FESSENDEN. He will proceed to Boston early in the week.

The Marquis and Marchioness of DROGHEDA and Mr. YORK, son of the Earl of HARDWICK, are in the city as guests of Ex-Gov. WASHBURNE. The latter party proceed to the White Mountains and thence to Boston. They will spend the Summer in the States and Canadas.

TENNESSEE.

Restrictions on Transportation of Refugees—Bushwhackers Captured—Gov. Brownlow's Course Indorsed by the President.

NASHVILLE, Tenn., Saturday, July 22.

Gen. FISK, Assistant Commissioner of the Bureau of Refugee Freedmen and Abandoned Lands, has directed that no more refugees from Georgia or Alabama be transported southward from Louisville, except upon special authority from him. Refugees from Georgia and Alabama now in the State, north of Ohio, desiring to return to their homes, will not be transported South unless they can show, by the best evidence, that upon their return they will not become a charge upon the government for their subsistence. This action is made necessary by the return to Nashville of large numbers who have but recently been furnished transportation to their homes, and upon their arrival they were unable to procure food sufficient to prevent starvation.

Eleven bushwhackers, captured in Hamlin County, were brought in to-day. They will be severely dealt with.

President JOHNSON's timely indorsement of Gov. BROWNLOW's course, relative to the approaching election, has greatly cooled the excitement existing. Arrangements will be made to compel submission to the law, where violence may be apprehended. The trial of CRANE and FERGUSON is progressing slowly. The testimony for the prosecution is very damaging to the accused.

From San Francisco.

SAN FRANCISCO, Tuesday, July 18.

The Pacific warehouse, on the corner of Broadway and Battery streets, was burned from the spontaneous combustion of petroleum last night. The loss is estimated at a quarter of a million of dollars.

Arrived, ship *Charger*, from Boston.

Sailed, steamship *Golden City*, for Panama, with 600 passengers. She took out $710,000 in treasure for New-York and $750,000 for England.

A Swedish bark sailed yesterday for Hong Kong with $450,000 in treasure.

The Pirate Shenandoah Reported to be Cruising off New-Zealand.

BOSTON, Saturday, July 22.

A private letter received in this city by the last mail from Australia, states that it was rumored at Melbourne that the pirate *Shenandoah* was cruising off the coast of New-Zealand.

An American three-masted schooner, recently burnt near that coast, was supposed to have been destroyed by her.

New-York Central Railroad.

ALBANY, Saturday, July 22.

The dividend of three per cent. free of income tax, declared a day or two since by the directors of the New-York Central Railroad Company, is not payable on the 1st of August, as stated in a previous dispatch. As the 20th falls on Sunday, the dividend will be paid on the 21st of August.

Two Young Women Drowned.

BOSTON, Saturday, July 22.

Last evening two young women, named CATHARINE CRAIG and MARY COLEMAN, were drowned while bathing at Quincy. They were residents of the town.

Fire in Philadelphia.

PHILADELPHIA, Saturday, July 22.

Early this morning a fire destroyed the shoddy mill of H. S. HENRY & Co. The loss is $15,000; insured for $6,000 GEO. GLIDHILL, wool-spinner, lost $12,000.

Movements of Gen. Logan.

LOUISVILLE, Ky., Friday, July 21.

Major-Gen. LOGAN addressed a large and enthusiastic audience at the Court-house to-day in favor of the constitutional amendment.

Gov. Brough much Better To-day.

CLEVELAND, Saturday, July 22.

Gov. BROUGH is decidedly much better this morning.

The Prize Courts of the United States—Another Attack on the Decisions of Judge Betts.

Translated from the Mémorial Diplomatique, July 2.

We have several times called attention to the doctrines respecting maritime prize of war laid down by Judge BETTS, of the New-York District Court, and have demonstrated that the decisions of this magistrate were at variance with established precedents, and to the fundamental principles of international maritime law.

It is to be hoped that these decisions, against which an appeal has been brought before the Supreme Court of the United States, will be reversed by that important tribunal, which is the highest judicial authority of the United States, and which enjoys a reputation for legal acumen and impartiality not surpassed by that of the most celebrated tribunals.

It is evident that Judge BETTS, when he pronounced some of these extraordinary judgments, was influenced by the political passions which prevail in a time of civil war, and by which, unfortunately, the most upright men sometimes permit their judgments to be warped. But now that the contest between the North and South has terminated, and that a spirit of reconciliation has succeeded the rancor of war, we may reasonably expect that a tribunal which stands so high above the influence of passion will examine the decisions of Judge BETTS with calmness and impartiality, and reverse them.

That the ruling of the New-York Prize Court is untenable, is evident from the fact of its being injurious to the interests of the United States, and at variance with the recognized principles of their jurisprudence. When war breaks out in Europe, does not the merchant shipping of the United States participate to a very great extent in the neutral commerce? During the Crimean war, was not a very large amount of American tonnage employed in this way in the Mediterranean, the Baltic, and the Black Seas? Were a new war to break out in Europe, the American marine would again enjoy the same important advantages.

But, should the Supreme Court confirm the extraordinary decisions of Judge BETTS, the precedent established by his judgment will operate directly to the prejudice of American commerce. Suppose, for example, that England and Russia are at war. Any American ship bound from New-York to Havre, Antwerp or any other port of Europe, would be exposed to seizure and condemnation, by virtue of the extraordinary theory propounded by Judge BETTS, that the ulterior destination of the ship's cargo might be an enemy's port.

Independent, therefore, of the considerations of justice which imperiously demand the reversal of these decisions of Judge BETTS, there is no maritime nation more interested than the United States in the repudiation of the heresy of *ulterior destination*, through the propounding of which the New-York Judge has acquired an unenviable notoriety.

FROM KENTUCKY.

H. C. Burnett and H. S. Foote—Funny Clerical Blunder—Colored Schools—F. P. Blair and J. A. Kasson in Lexington, &c.

Correspondence of the New-York Times.

LOUISVILLE, Thursday, July 13, 1865.

A prayer for the pardon of H. C. BURNETT, now on bail under an indictment for treason, is circulating for signatures, and many rebel sympathizers and some still deluded Unionists sign it. But the general Union feeling is, that if he is to be pardoned without a trial nobody should be tried and everybody be amnestied. As to H. S. FOOTE, of Tennessee, in view of his Union services before the war and at Richmond, considerable Union sympathy for him is felt and expressed in Kentucky.

Last Sunday I heard an eminent Episcopal rector from Clarksville, Tenn., invited to officiate here in a church of doubtful standing, pray with much apparent unction for "the President of the *Confederate* States and all others in authority." Being reminded of his *faux pas* while retired to change his robe, he preluded his sermon by correcting himself and offering as his apology "the force of habit."

Some landholders in Kentucky as well as in Tennessee, are trying to divert hitherward the stream of immigration. Immigration Commissioners may soon be appointed by the authorities of both States.

Mr. D. D. DENNEHY, General Superintendent of Louisville Colored Schools, tells me that the seven schools now open have twelve colored teachers and seven hundred and sixty pupils, of whom three hundred and sixty-nine were admitted in June. About 70 per cent. of scholars already read and write. They learn readily. Four more schools open in September. The schools are not denominational, but only about 1 per cent. of attendants are Catholics.

Gen. PALMER orders the arrest of policemen who arrest negroes as runaways without any cause except that they are negroes; orders Provost-marshals throughout the State to grant "free passes" to colored persons representing themselves as unable to find employment, passes to be respected by all common carriers; urges all colored persons congregated about the posts to seek homes and employment at once, and offers them every assistance in doing so.

Hon. JOHN A. KASSON and Gen. F. P. BLAIR spoke the other night at Lexington. Mr. KASSON is reported to have said that no party could ever force upon Congress any interference with the elective franchises in the respective States. Both, I understand, urge the people of Kentucky to "embrace the statesmanlike policy of President JOHNSON, consent that the fetid and burdensome remains of slavery shall be wiped out by the adoption of the amendment, and then, if they please, discuss for themselves the question of negro suffrage upon its own merits." PONTIAC.

Powerful Appeals of Rousseau, Clay Smith, Yeaman, Randall & Co.—Ex-Gov. Magoffin Stumping for the Amendment—Dr. E. P. Humphrey for it.

Correspondence of the New-York Times:

LOUISVILLE, Wednesday, July, 19, 1865.

Gen. ROUSSEAU continues the canvass with great effectiveness, and will, I trust, get five thousand majority in Louisville, and will, if so, will likely overcome Mr. MALLORY's majority outside. He, Col. MARION TAYLOR, (opposed to Mr. HARDING,) Gens. CLAY SMITH and SPEED FRY, and Messrs. ZEAMAN, RANDALL, LOWRY, BRADLEY and MCKEE, all powerfully urge Kentuckians to shake off all prejudice and to comprehend the necessity of sweeping away both slavery and the power of disloyal and unpatriotic men, gained by appeals to pro-slavery prejudice; to discard forever MALLORY, HARDING, GRIDER & Co., who always virtually league with the country's enemies in opposition to every measure proposed by the country's friends and likely to aid in suppressing the rebellion, and who would sacrifice Kentucky and every interest by a persistent, captious, futile and insulting opposition, right or wrong, to whatever this administration proposes; to bury beyond the hand of resurrection the remnant and rubbish and intolerable incubus of a departed, barbarous and miserable old institution, left in the wake of the great rebellion; to employ at fair wages those who were slaves but can never be slaves again, and give them assurance of a freedom guaranteed by law; to at once adopt the amendment and prepare for the new state of things, as inevitable as the rise and set of to-morrow's sun, and for the coming in six months; and to scout the slang about "negro suffrage and equality," to enact and enforce which the amendment's second section confers no right upon Congress, and which Congress will never attempt to enforce upon Kentucky or any loyal State.

Ex-Gov. MAGOFFIN, to our agreeable surprise, is toiling with us for the amendment—speaks for its ratification as "best for the States, indispensable to the peace of the Union, requisite for the happiness of the people, in accordance with the judgment of the civilized world, and in obedience to the fiat of Heaven."

Dr. E. P. HUMPHREY, who stands with Dr. BRECKINRIDGE in the front rank of Southern and Western divines, through the *Western Presbyterian*, calls on the Presbyterians in Kentucky, "without delay, to put themselves in sympathy with the whole Church, whereof they form a part, and whose settled, irreversible sentiment is unfriendly to slavery, by supporting the constitutional amendment, for the sake of the peace of the Church, its future prosperity, and the spiritual welfare of both master and slave. The slavery question is at the bottom of all our troubles—a root of bitterness in the midst of us. We can have peace in no other way than by its utter extirpation." PONTIAC.

NEW-JERSEY POLITICS.

The Platform of the Union Party.

The following are the resolutions, in full, adopted by the New-Jersey Union State Convention. The resolutions were read by A. Q. KEASBEY, Esq., from the committee on that subject, as follows:

Resolved, That we rejoice that the war for the life of the nation has not proved a "failure," as was announced by the Democratic Convention at Chicago more than one year ago, but has resulted in an honorable peace—not by concessions to rebellion or compromise with slavery, but by the valor of the soldiers, the faith of the people, the wisdom of the Government and a firm adherence to principle—a peace which settles the vital question of the war, the power and stability of republican government, the paramount sovereignty of the nation, and the extinction of slavery in the United States.

Resolved, That we venerate the memory of ABRAHAM LINCOLN, under whose wise and faithful guidance this honorable peace was won; and while we deplore his untimely death, we look to his example of prudence, firmness and moderation as our best guide in dealing with the delicate questions now requiring solution.

Resolved, That President ANDREW JOHNSON, by his bold denunciation of traitors at the outbreak of the rebellion, by his devotion to the Union through the severest trials, and by his conduct in the discharge of the difficult duties imposed upon him, has secured our highest confidence; and we cordially commend the policy of his administration, thus far indicated, and pledge to him our cheerful and united support; we point to him, a man sprung from the ranks of the people, as a fitting type and exponent of democratic republican principles; and while we mourn the loss of the lamented LINCOLN, we rejoice that his mantle has fallen upon one by birth and education, position and associations, admirably qualified to deal with the perplexing questions of the time.

Resolved, That while we believe that the masses of the people of New-Jersey have been true to the national cause, we yet declare that the influential leaders and presses of the Democratic party, those that have shaped and controlled its policy, have pursued a course throughout the war utterly inconsistent with any manly faith in the cause of the country, or any earnest purpose to sustain it against rebellion. In support of this grave charge we appeal to the records of their public action. In the darkest hours of the conflict they inflamed the passions and appealed to the fears of the people, prolonging the war by evidences of sympathy with treason, and anticipation of its ultimate success. They endeavored to cast odium on the war, and discouraged volunteering, and thus contributed to the necessity of the large bounties, which have burdened our communities with debt. They denounced, as unconstitutional and oppressive, the draft, which their own conduct had made necessary, though it was plain that the armies must be filled or the nation destroyed. They persistently opposed the enlistment of negro troops, in spite of the obvious fact that for every negro they kept out of the ranks one of our own citizens must incur the dangers of the field. They excited popular opposition to the national taxes, which their steadfast loyalty would have greatly diminished by strengthening the war. They repeatedly refused the elective franchise to our citizen soldiers in active service, denying to them a voice in the government of the country until they should cease fighting to save it. They recklessly increased, during the war, the ordinary expenses of the State government, which had been growing more extravagant since they obtained control of the Legislature, in 1850. In dealing with the National Government, to which was committed the safety of the republic in time of public danger, they caviled where they should have coöperated, they denounced where they should have encouraged, they thwarted where they should have strengthened, and thus became largely responsible for the evils of a conflict which a united people would have speedily ended; and in view of these facts, we are assured that in their defeat at the coming election lies the only hope that New-Jersey will bear a worthy part in the solution of the great questions of national policy which remain to be decided, and in securing the just fruits of our victory over rebellion.

Resolved, That we pledge the unanimous support of the Union men of New-Jersey to the Constitutional amendment abolishing slavery, and we feel deeply humiliated by the position of our State as the only free State which has refused to ratify that amendment; that this position is due to the action of the controling party in our State Legislature, misrepresenting, as we believe, the will of a majority of the people; that all men claiming to be loyal in the slave States admit the necessity of the constitutional overthrow of the slave system, and even such open rebels as GOV. BROWN, of Georgia, and MAGOFFIN, of Kentucky, accept it as inevitable and just, the Democratic party of New-Jersey, with a blind love for the past barbarism, and a vain hope of some new alliance with its former upholders, still strive against the spirit of the age, the conscience of the people, and the irresistible tendencies of freedom, by thwarting a policy plainly essential to the future security and welfare of the nation.

Resolved, That the trials and sacrifices of four years' war have awakened us to a new sense of the value of the fundamental principles of freedom and equality in shaping political action, and have led us to assert with a new emphasis that the words of JEFFERSON as immortalized in the Declaration of Independence "that all men are created equal; that they are endowed by their Creator with certain inalienable rights: that among these are life, liberty and the pursuit of happiness; that to secure these rights governments are instituted among men, deriving their just powers from the consent of the governed," are no longer "glittering generalities," but are vindicated as immutable truths.

Resolved, That we express with renewed fervor our gratitude to the heroic men of the national army and navy, to whom we owe the safety of the republic; and especially do we give thanks and honor to the soldiers and sailors of New-Jersey, whose gallantry and heroism alone has preserved the State from the disgrace which disloyal leaders at home would have inflicted upon her. To the dead we pledge the perpetual memory of a grateful people; to our returning veterans the welcome due to heroes, and the just reward of faithful service in a glorious cause.

Resolved, That we will urge Congress to give the full amount of the offered bounty to soldiers honorably discharged, and we consider it but simple justice that those who have fought for the country should be exempted from the poll-tax imposed by State laws for the payment of their own bounties.

Resolved, That in view of the heavy national loan, made necessary by the war, and of the late alarming increase of the ordinary State expenses, it becomes essential to exercise the most rigid economy in the State administration; and we pledge ourselves to such economy wherever possible, consistent with the welfare of the State.

Resolved, That we highly appreciate the aid given by our fellow-citizens of foreign birth, in the preservation of our Union, and invite free emigration hither to advance the industrial interests of our country, and the coöperation of all nationalities in the preservation of republican institutions on this continent.

FROM NEW-ORLEANS.

Arrival of the George Cromwell.

The *George Cromwell*, from New-Orleans July 15, arrived at this port early yesterday morning.

LAWYERS AND THE OATH.

AN ARGUMENT BY GEN. BANKS.

From the New-Orleans Picayune, July 15.

The argument on the motion of Messrs. WALKER and MOTT, to admit them to practice in the United States Courts, without taking the oath prescribed by act of Congress, on the ground that said oath was unconstitutional and void, came up for argument before Judge DURELL. A large audience assembled to witness the display of forensic oratory and learning. The appearers in the rule filed their licenses to practice law in the State of Louisiana, and the record of their admission to practice in the United States Courts; they also filed the amnesty proclamations of Presidents LINCOLN and JOHNSON.

The argument was then opened by ALEXANDER WALKER, in a speech of an hour and a half. Mr. WALKER, after stating the motives of the appearers in the motion to be not those of a desire for display, or for any legal knight errantry, but those of interest and right, a desire to defend the constitution which they had sworn to support, and which was flagrantly violated by this act of Congress, and also by a desire to prevent the mortifying spectacle of the exclusion of seventy-three lawyers of this city from privileges and rights enjoyed by other lawyers similarly situated with themselves in other parts of the country.

Mr. WALKER concluded his argument by an earnest appeal to the Judge to vindicate the constitution, of which he had been appointed the special champion and defender.

The District-Attorney declined to reply to Mr. WALKER's argument, saying that it was no part of his duty.

N. P. BANKS undertook to reply, stating that as an officer of the government he felt bound to vindicate its acts. He declared he had no personal interest in the exclusion of any gentleman from the bar, as he never expected to practice in the court. He maintained that the law called in question was constitutionally that admission to the bar was a privilege, a grace and favor, not a right, and quoted the clauses of the constitution which he thought gave the power. He denied that it was an unconstitutional law, but had not time to get authorities or examine those which had been quoted, thought Mr. WALKER's speech would have been more effective if it had been addressed to the Confederate army, as it was that army which had brought on them all the evils which had been so eloquently described. He said that the present law was enacted to distinguish the friends from the enemies of the government, and denied that the President had power to nullify an act of Congress through the exercise of the power of pardon. He considered lawyers officers of the government. It was no hardship to require officers of a government to purge themselves of disloyalty, by an oath that shows that they are not enemies. Mr. BANKS discussed at some length the impolicy of intrusting the enemies, or recent enemies, of the government with the important duties of lawyers.

Judge J. N. LEA then addressed the court in favor of this motion, contending that the law in question inflicted a penalty, and a severe one, that it took away men's livelihood, that such penalty could not be imposed without trial and due process of law. He also contended that it was *ex parte*. Judge L., however, directed his main argument, to show that the parties now appearing at the bar, were covered by the amnesty proclamations, and entered in a very learned and critical dissertation of the word amnesty, showing that it was a stronger word and had a larger scope than pardon—that amnesty meant oblivion and pardon forgiveness. On these points the Judge quoted a great many authorities from French books.

Judge LEA was astonished to hear the gentleman (Mr. BANKS) style lawyers officers of the government. It was something new to him. They were sometimes called officers of the court, but were in fact, more properly, servants of the court; they had no more responsibility to the government than other citizens.

At the close of Judge LEA's argument, the hour being late, Judge DURELL adjourned the case for further hearing, until Thursday, when Mr. MOTT will close the argument for the appearers.

THE CROPS.

COTTON PROSPECTS.

From the New-Orleans Picayune.

The best estimate of the growing cotton crop is 500,000 bales. The derangement of labor and the necessity of raising at once the wherewith to keep the wolf from the door have caused much less land to be planted with the great staple than was at first supposed. Well-informed gentlemen, who have recently traversed the cotton region, some of them skilled in such estimates, say there was never so little cotton planted before, not even in the midst of this war. In many districts, formerly devoted entirely to it, scarcely a stalk or boll is to be seen. The falling of prices, both actual and prospective, is doubtless one reason; but the principal one is to be found in the labor and food questions.

The total quantity of merchantable cotton on hand in the cotton region at the present time is estimated at about 1,200,000 bales. Most of this will soon have the facilities for shipment. Already, since the doing away of the five dollars per bale hospital tax, it is fast coming in. The receipts the last week were nearly 12,000 bales, considerable of it from the Red River country. Could now the twenty five per cent. tax be done away with, and actual free trade be restored, the greater part of the remaining stock on hand would seek the market immediately, to the lively revival of business and the relief of the people's necessities.

How much of the old stock, or stocks of the last four years' growth, remains on hand in the trans-Mississippi country cannot be accurately estimated. It is now only certain that much less has gone out on blockade-runners and through Matamoros than boasted of during the war. Whatever the quantity is, it will doubtless soon be seeking shipment as in olden times. The great seaports are already opened and occupied, and we only await the proclamation, reopening free and unrestricted trade, and the abolition of the unfair and unreasonable twenty-five per cent. tax.

Should the coming harvest turn out as well as expected, and our granaries again be filled, it is probable that our cotton industry will next year be restored to nearly its former greatness and prosperity. The last four years have fully demonstrated that the whole world, under the greatest advantages, cannot compete with us. The cotton, so much in demand in Lancashire, can only be produced in these Southern States of America, or at least in such quantities and at such prices as will satisfy the manufacturers and markets of the world. Let the old crop then freely and speedily come in, and make way for the new.

THE CEREALS.

From the New-Orleans Picayune.

The wheat crop in Northern Louisiana and the corn crop all through the State, will be larger and better than ever known before. The rice-fields of the lower parishes are also large, rich, and the growing crop forward. It will probably be ready for harvest by the middle of next month, somewhat earlier than usual. Of breadstuffs we shall probably have a greater abundance than we have ever had before.

The cane, wherever planted, is healthy, vigorous and forward; but only a small portion of the sugar-growing region was planted, and it is believed the crop will not be larger than last year, about one-twentieth what it should be. So great has been the neglect of its culture, that it is feared we shall hereafter be sorely troubled for seed-cane, if special care be not taken to have it preserved. Our ripe and ripening fruits are abundant, rich and luscious; and, above all, the orchards hang full of the best oranges in the world. Nature continues to us, as of old, the richest soil, finest climate, and most valuable staples of the world, but the war has left us in the sad condition of being unable immediately to turn them to advantage. Something should be done, and that speedily, in reorganizing the labor system on a new and productive basis, and, above all, in rebuilding and repairing the levees. The prosperity of the State, and the common prosperity of our whole country imperatively demand it. The political situation is assured, and the authorities, in whose hands we are, should at once turn their attention to it. Otherwise, the planting region of Louisiana will become like "a waste in some vast wilderness."

UNITED STATES MILITARY TELEGRAPH.

From the New-Orleans Times, July 15.

The United States Military Telegraph Lines, now in charge of the Assistant Superintendent, with headquarters at New-Orleans, comprise about three thousand miles of lines, including some twenty-three and a half miles of submarine cable. These lines extend over the large district comprised of Louisiana, Mississippi, Alabama, Texas and a part of Georgia, rendering the duties of the superintendent arduous, and the responsibilities correspondingly heavy.

Capt. W. G. FULLER, the present superintendent, entered the service in May, 1861, serving through the campaigns of Gens. MCCLELLAN and ROSECRANS in West Virginia. In the Fall of 1861, he went to Kentucky, where he served through the campaign of Gen. BUELL. In the Fall of 1862, he took charge of the Department of the Tennessee, and remained there until ordered to relieve Capt. C. S. BULKLEY at New-Orleans, in August, 1864. Capt. FULLER tendered his resignation last Fall, for private reasons. His resignation was returned, with an urgent request to withdraw it. He is now relieved at his own urgent request.

Capt. W. L. GROSS, who is now en route for this city, was admitted to the bar at Springfield, Ill., just as the war broke out. In 1862 and 1863, he served as chief clerk for Capt. W. G. FULLER, and was promoted to Captain and A. Q. M., and Assistant Superintendent of Military Telegraphs upon Capt. FULLER's recommendation, and took charge of lines in Kentucky and East Tennessee, where he has continued until this time. (He has never served in the Department of the Cumberland.) Capt. GROSS is a good business man, gentlemanly and courteous in his intercourse with others, and we shall be disappointed if he does not give satisfaction in the important position which he is to assume in this department. He will relieve Capt. FULLER about the 20th inst.

On all the lines in this department extensive repairs and rebuilding are going forward. Many of the interruptions and delays to dispatches may be attributed to this, which is unavoidable. The lines will soon be in better condition, when business will go off more rapidly.

From the Upper Missouri.

OUTRAGES BY THE INDIANS.

From the Kansas City Journal, July 17.

The *Kate Kinney* passed down day before yesterday from the Upper Missouri. She left one hundred miles above Fort Union on the 27th of June, and came down with but little interruption, having been fired into once by the Indians near the mouth of the Yellowstone, but sustained no damage.

The Sioux and Blackfeet Indians are hostile and very vindictive. They seem to think that no troops can be sent against them, and insolently ask, "where are your troops? You want peace, but we will not let you have peace."

The *U. S. Grant* was fired into by the savages at Dry Forks, 270 miles above the mouth of the Yellowstone, and ten men were killed. The Blackfeet made an attack upon a party who resided at the mouth of the Maria, and killed ten of them. They then proceeded to the ranch of an old man, who had resided with them forty years, and murdered him, stating that they intended to exterminate the whites.

It was reported that a thousand lodges of semi-friendly Indians had gone West to have a talk with Gen. SULLY, but as that General had gone east of the Missouri, it was supposed that Gen. CONNOR would come across them. The hostile tribes are on both sides of the Missouri, and it will require active exertions to subdue them.

The intelligence from the mines is very favorable, and the Blackfoot Diggings, one hundred and forty miles from Fort Benton, on the Pacific slope, is considered the richest harvest ever discovered. A party of four men working there have averaged $1,000 per day. But few claims have been opened, and numbers were going thither. The quartz mines in the neighborhood of Blackfoot and Helena are also very rich, and all that is needed to develop them is a first-class quartz mill.

As a number of the boats gone above draw too much water to get over the bars, the *Deer Lodge, Grant* and *Benton* will run in connection with them, and take all freight through. There need be no fears of its not getting through, as these boats will run above for this purpose during the entire season.

Gen. Cameron and the Last Campaign.

From the Harrisburgh Telegraph.

A committee of citizens of Philadelphia, representing the Union men of that city, visited Harrisburgh on Wednesday last, for the purpose of presenting to Gen. SIMON CAMERON a portrait of himself, as an evidence of the high esteem in which he is held by the Union men of the metropolis, and an acknowledgment of his services in securing the electoral vote of Pennsylvania for ABRAHAM LINCOLN in 1864.

The committee consisted of the following named gentlemen: James N. Kerns, William Elliott, Jer. Nichols, W. H. Kemble, Geo. W. Hamersly.

Mr. KERNS made the presentation speech, and on his reply Gen. CAMERON said: I was extremely anxious for the reëlection of Mr. LINCOLN, because I believed the safety of the country depended upon his success. I was embarrassed, also, when I assumed those political duties, because I knew there were some prominent gentlemen in the State whose hearts were with MCCLELLAN, and who, I feared, might seek an excuse for not supporting Mr. LINCOLN in the fact of my being at the head of the State organization. Up to the first election in 1864 much of this feeling of personal antagonism had to be contended with, and perhaps it is fair to ascribe to that cause the small majority given by our friends at the October contest. After that period, however, it became evident that Mr. LINCOLN's election was certain, and, therefore, we were enabled to increase our vote in Pennsylvania. It would, perhaps, not be necessary to refer to these circumstances except as matters of history, invoking us in coming contests to be more charitable to each other, and to cherish the organization of our own party, as the easiest way of overcoming all difficulties which yet surround the question of reconstruction. I verily believe that the reëlection of Mr. LINCOLN was necessary to the safety of the country; but he was arrested in his bright career by hired assassins and traitors. When he fell the whole nation mourned his loss—a loss for which we can only account by faith in the wisdom of an overruling Providence, who directs all things for good.

While Mr. LINCOLN may not have ranked with the greatest of statesmen, he was certainly able, pure, just and righteous in all things, and I verily believe history will place his name in the annals of the country second to that of WASHINGTON. By his high qualities as a man he had so won the confidence and affection of the whole people as to secure their approbation for his official acts, and thus enable him to allay the discordant elements existing in the different sections of the country, and to render his services necessary at that time to the complete success of our cause. His successor has taken charge of the government at a period when greater difficulties surround it than even in a time of war, when men are willing to overlook every stern act to enforce authority. It was the business of Mr. LINCOLN to save the Union by war—it is the duty of Mr. JOHNSON to rebuild the government in time of peace, when every official act is harshly scrutinized. It is the President who must bring back the States and people who have been endeavoring to break up the Union and destroy the government. In this duty he will find many conflicting interests to harmonize, and much concealed passion to contend with. But Mr. JOHNSON is a man of large experience, and has filled many high places. I have seen him myself, during many trying occasions, when he always rose equal to the duty of the moment. Such is ever the case with a great man.

This country, sir, I have believed, from the beginning of the war was, and I still believe is, the special object of God's providence. He destroyed the great cause of the war—human slavery—which at the beginning few men imagined could be swept from the country in the short space of four years. God will strengthen the President to carry the nation through the coming struggle, and make us again a united as well as a free people, when our domestic affairs will enable us to take care of our republican friends in all parts of the continent. While the American people have no disposition to meddle with affairs beyond the ocean, they are equally determined that no monarchical form of despotism shall take the place of a free government. Perhaps on no other subject than that of French occupation in Mexico has there ever been a more perfect unanimity of sentiment, and when it becomes necessary to drive the French armies from their usurpations in that country, there will be no differences of opinion as to the mode and manner of accomplishing that result.

A Treasury Decision.

The following official decision of the Deputy Commissioner of the Treasury Department will be of value to shippers of goods to foreign and domestic ports:

TREASURY DEPARTMENT, OFFICE OF INTERNAL REVENUE, WASHINGTON, July 14, 1865.

GENTLEMEN: Your letter of the 8th inst., inquiring whether it is necessary for shippers of goods to foreign and domestic ports to place stamps upon the dray receipts, in addition to the one placed upon the original bills of lading, is received.

I reply that stamps should be affixed to such receipts by *some person*, and that the person who signs and issues an *unstamped* receipt of that character thereby makes himself liable to penalty. This Bureau does not undertake to decide who shall pay for a stamp annexed to a receipt in any particular case. That question may be decided by some local law or private contract.

The dray receipts mentioned by you are not covered by the stamps affixed to the bills of lading, but should themselves be stamped like any other receipt for goods delivered. Very respectfully,

E. A. ROLLINS, Deputy Commissioner.

Do not Waste your Money Buying any of the numerous worthless articles called GOLD PENS, which have flooded the market for the last few years, when at lower prices you can get pens which are acknowledged to be the BEST IN THE WORLD.

Avoid the shameless Upstarts, whose lack of brains compels them to attempt imitation, *even to the advertisement*. If you want the full value of your money, call on A. MORTON, No. 25 Maiden-lane, or inclose stamp for circular.

U. S. Postal Currency—In denominations to suit may be obtained in packages of $5 and $10 each, by applying at the Cashier's window, *Times* Office.

A New Perfume for the Handkerchief.

Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"
Phalon's "Night Blooming Cereus,"

A Most Exquisite, Delicate and Fragrant Perfume, Distilled from the Rare and Beautiful Flower from which it takes its name.

Manufactured only by PHALON & SON.
BEWARE OF COUNTERFEITS.
ASK FOR PHALON'S—TAKE NO OTHER.
Sold by druggists generally.

Batchelor's Hair Dye.

The best in the world, the only reliable and perfect dye known. Instantaneous and harmless. The genuine is signed WILLIAM A. BATCHELOR. Sold by all druggists and perfumers. Factory No. 81 Barclay-st.

DIED.

BRIGGS.—At Greenfield Hill, Conn., on Saturday, July 22, MARIA MEAD, wife of James Briggs, in the 56th year of her age.

Her remains will be buried from the house of her daughter, No. 71 Ryerson-st., Brooklyn, on Monday, the 24th inst., at 3 o'clock.

CARLOCK.—On Thursday, July 20, H. ELMINER CARLOCK, in the 21st year of her age.

The relatives and friends of the family are invited to attend her funeral, from her parents' residence, No. 98 Charles-st., on Sunday, the 23d inst., at 1 o'clock P. M.

HAGEN.—At West Farms, on Thursday evening, July 20, SARAH, wife of Oliver Hagen, of England.

The relatives and friends of the family are invited to attend the funeral, from the Friends Meeting-house, 20th-st., Gramercy-park, on First Day morning, the 23d inst., at 10½ o'clock.

☞ London papers please copy.

LOVELAND.—At her residence, Sailor's Snug Harbor, S. I., on Saturday morning, July 22, ALMIRA C., wife of Capt. Samuel Loveland, aged 52 years.

Funeral service at the Congregational Church, Clinton-av., Brooklyn, on Wednesday, the 26th inst., at 2 P. M. Relatives and friends of the family are respectfully invited to attend.

POILLON.—At Yonkers, N. Y., on Friday, July 21, PETER POILLON, Jr., in the 55th year of his age.

Carriages will be in attendance at Hudson River Railroad depot, 30th-st., at 2 P. M., Monday, 24th inst.

PHILLIPS.—At Chicago, on Wednesday, July 19, after a lingering illness, JAMES A. PHILLIPS, formerly of this city, aged 46 years.

The funeral will take place on Monday, the 24th inst., at 3 o'clock P. M., from No. 46 West 39th-st. The relatives and friends of the family are respectfully invited to attend without further invitation.

QUINBY.—On Saturday, July 22, after a short illness, DANIEL QUINBY, in the 59th year of his age.

The funeral service will be held at the Brick Church, Parsippany, Morris County, N. J., on Monday, July 24, at 12 M.

REED.—On Saturday, July 22, of marasmus, ADDISON WM., only child of Edwin L. and Mary C. Reed, aged 8 months and 29 days.

The relatives and friends of the family are respectfully invited to attend the funeral, from the residence of his parents, No. 45 Greenwich-av., on Monday, July 24, at 2 o'clock, without further invitation.

RIKER.—On Friday, July 21, MARY ANN, eldest daughter of the late John L. Riker.

The relatives and friends of the family are respectfully invited to attend the funeral, from the family residence, at Bowery Bay, L. I., on Monday, July 24, at 3 o'clock, without further notice. Carriages will be in waiting at Union-square, from 1 to 1½ o'clock.

WALKER.—On Saturday evening, 22d inst., SAMUEL G. WALKER, aged 61 years.

WHITNEY.—In Brooklyn, on Saturday, July 22, ALONZO, only son of Nathaniel S. and the late Georgiana W. Whitney, aged 10 months and 26 days.

Funeral this day, (Sunday,) at 4 P. M., from the residence of Lewis W. Seaman, No. 21 Stanton-st. The remains will be taken to Greenwood.

Obituary.

Miss FANNY MARIE FORBES, whose death was announced on Wednesday last, was an actress of unusual merit and purity of character—the wife of W. C. Forbes, formerly manager of the Charleston and Savannah theatres, and more recently of the theatre, Providence, R. I.

RELIGIOUS NOTICES.

SPIRITUAL MEETINGS AT TRENOR HALL, No. 1,279 Broadway, opposite the Tabernacle, SUNDAY, 23d inst., at 10½ A. M. and 7½ P. M.; discourses by HORACE DRESSER, LL. D. Morning subject: *The Incarnation.* Evening: *The Resurrection.* Music conducted by Mrs. E. J. Adams, so long and favorably known as a singer and performer. The public are cordially invited. Seats free.

PROF. MATTISON PREACHES REGULARLY in his church in 41st-st., near 6th-av., every SABBATH, at 10½ A. M. and 7¾ P. M. Sabbath-School at 2½ P. M. No change whatever has taken place in the status of this church, either in the edifice or the membership. The doors are still open, and citizens and strangers, rich and poor alike, find good seats and a cordial welcome.

REV. JOHN QUINCY ADAMS, PASTOR of the Antioch Baptist Church, will by request, present his views on Sanctification, as illustrated in his own experience, to the Laight-street Baptist Church, corner of Laight and Varick sts., on TUESDAY EVENING, July 25, at 7¾ o'clock. All interested are invited to attend.

NEW-YORK PORT SOCIETY'S MARINERS' CHURCHES.—Preaching by the Pastor, corner Catharine and Madison sts., 23d inst., at 10½ A. M. and 7¾ P. M. Also, corner Dover and Water sts. at 3½ P. M., and at No. 27 Greenwich-st. at 3½ P. M. All seats free.

BELIEVERS IN THE SECOND COMING of Christ, and future life for the righteous only, worship at Dodworth Hall, No. 806 Broadway. Preaching SUNDAY, by JOSEPH T. CURRY, at 10½ A. M. and 7½ in the evening. The public are cordially invited to attend. Seats free.

REV. GEO. W. SAMSON, D. D., PRESIDENT of Columbia College, Washington, D. C., will preach at the Strong-place Baptist Church, Crookly, on SUNDAY, 23d inst. Subject in the evening: *Prayer for Rulers; the Ground of the Duty, its Nature and its Efficacy.*

ANTIOCH BAPTIST CHURCH, BLEECKER-st., opposite Jones-st. Preaching at 10½ A. M. and 7½ P. M., by JOHN Q. ADAMS, Pastor. Morning topic: *Doubting Professors.* Strangers cordially welcomed. Seats free.

THE SPECIAL NEED OF THE HOUR.—Rev. E. G. BROOKS preaches on this subject, at the 20th-st. Universalist Church, west of 6th-av., SUNDAY MORNING, at 10½ o'clock. Seats for strangers, and all are cordially invited.

A RELIGIOUS DISCUSSION OF DEEP interest, between Orthodox Christians and Spiritualists. Subjects: *Is Spiritualism True? Did Christ Rise from the Dead?* EVERY SUNDAY, at 3 and 8 o'clock P. M., at Metropolitan Hall, 6th-av., near 8th-st.

REV. WM. C. WINSLOW WILL OFFICIATE and preach at the Bishop Wainwright Memorial Church, corner of Waverley-place and Hammond-st., on the SUNDAYS of July 23 and 30. Services at 10½ A. M. and 7¾ P. M.

BY INVITATION OF GOV. FENTON, Rev. E. RICHARDSON will preach to the soldiers at the New-York State Soldiers' Depot, Nos. 50 and 52 Howard-st., near Broadway, on SUNDAY AFTERNOON, at 3½ o'clock.

MISS EMMA HARDINGE WILL SPEAK for First Spiritualist Society at No. 720 Broadway, at 10½ and 7½ o'clock. Subjects—*The War Spirit, Rochester Knockings.* Conference at 3 o'clock. Subject—*Wherein Does Spiritualism Elucidate Scripture?* Seats free.

JOHN-STREET M. E. CHURCH.—REV. R. C. PUTNEY, Pastor, will preach on SUNDAY, at 10½ A. M. and 7¾ P. M. Strangers class at 12 M. Sabbath-school at 9 A. M. and 2 P. M. Seats free. Strangers cordially invited to attend.

BROADWAY TABERNACLE CHURCH.—Rev. Dr. POST, of St. Louis, will preach on SUNDAY, and until further notice. Services at 10½ A. M. and 7¾ P. M.

THE MESSENGER S. S. SNOW, WILL preach pure Bible truth, on SUNDAY, at 3 P. M., in Jones' Assembly Rooms, No. 656 Broadway. Seats free. Subject—*The Man of Sin, and His Coming Doom.*

SOUTH BAPTIST CHURCH—WEST 25TH-st., near 8th-av. Preaching EVERY SABBATH, at 10½ A. M. and 7¾ P. M., by Rev. HALSEY W. KNAPP. A general invitation is given to come and hear him.

REV. DR. WESCOTT WILL PREACH in the church on south side of 42d-st., between 7th and 8th avs., on SUNDAY, at 10½ A. M., and at 7½ P. M. on the *Tower of Babel.* Sunday-school at 9 and 2 o'clock.

FIVE POINTS HOUSE OF INDUSTRY, No. 155 Worth-st.—The religious exercises in this institution will be held in their new chapel on SUNDAY, at 3 P. M. Singing by the choir of two hundred children.

REV. DR. McILVAINE, OF PRINCETON, will preach in the Scotch Presbyterian Church, 14th-st., near 6th-av., (Rev. Dr. McElroy's,) on SUNDAY.

TRINITY M. E. CHURCH—34TH-ST.—Preaching by Rev. J. T. HILDRETH, Pastor, at 10½ A. M. and 7¾ P. M. Strangers invited.

TRINITY M. E. CHURCH, 34TH-ST.. Preaching at 10½ A. M., and 7¾ P. M., by Rev. J. T. HILDRETH, Pastor. Strangers made welcome.

CANAL-ST. PRESBYTERIAN CHURCH, in Greene-st., near Canal. Rev. ALEXANDER MCKELVEY will preach on SUNDAY, at 10½ and 3¾ o'clock. All welcome.

CHURCH PEWS AND CUSHIONS; ALSO a number of seats, of lecture-room, for sale cheap for cash. Apply to JOHN L. DOSSAY, No. 402 Water-st.

THE STANDARD HISTORY OF THE REBELLION.—By Hon. EDWARD MCPHERSON, Clerk of the House of Representatives of the United States.

"AN ACCURATE AND THOROUGHLY HONEST REPERTORY of historical data; and in that light we doubt not it will, in the course of a few years, be esteemed by writers and students of all countries and all parties."—*London Athenæum, Jan. 7, 1865.*

Thus are recognized abroad, as at home, the preëminent usefulness and value of

MCPHERSON'S HISTORY OF THE REBELLION,

a new and enlarged edition of which is now ready. It embraces ALL the matter in the first edition, carefully revised and corrected, and 210 pages additional.

The ADDITION brings the Governmental history down through the late sessions of the Union and the rebel Congresses, giving all the important action of each, to the date of the death of President Lincoln, which is coincident with the close of the rebel administration.

It also contains an extremely valuable and interesting chapter on THE RELATION OF THE CHURCH TO THE REBELLION, giving the deliverances and addresses of all denominations, both in the loyal and the insurrectionary States, together with the collisions of the military with churches in the Border States, and the facts thus far developed respecting Church Reconstruction. This chapter, on a subject scarcely touched in any other similar work, adds greatly to the permanent value of this.

All the reports, propositions and votes in the last Congress, on the vexed and still unsettled question of the reconstruction of the late insurrectionary States, are in this volume, and can be found in no other.

In this work will be found Presidnet Lincoln's messages, letters, addresses and State Papers, arranged according to subjects and dates, including his last speech on reconstruction, a corrected copy of which was furnished by him for this History the day before his assassination.

The only correct and official table of the last Presidential Vote is in this Volume, showing both the home and the army vote.

Original Records from the Bureau of Military Justice significantly illustrate the character of the Rebellion, and the practical workings of the Emancipation Policy.

The Publishers confidently present this work as the MOST ACCURATE, IMPARTIAL AND COMPLETE COMPENDIUM OF THE REBELLION yet published. It is literally a

MAGAZINE OF FACTS,

of daily discussion, and of perpetual importance, and is clearly arranged and THOROUGHLY INDEXED. It has already become standard authority on the great subjects to which it relates.

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PHILP & SOLOMONS, Publishers,
Metropolitan Bookstore,
Washington City, D. C.

STUDIO VAULT.

NOTICE.

Families about leaving the city for a season will find very superior accommodations for the safe keeping of

FAMILY SILVER AND OTHER VALUABLES,
IN THE
FIRE AND BURGLAR-PROOF BANK VAULTS

in the Studio Building, No. 15 10th-st., between 5th and 6th avs. WM. A. CROCKER, Superintendent.

BUTTONS! BUTTONS!! BUTTONS!!! FRENCH SELF-FASTENING BUTTONS, PUT ON and taken off in a moment by any one without sewing, eyelet, screw, rivet or cut in the cloth. For sale at retail, at P. F. SMITH & FOWLER'S No. 3 Park-Row and No. 397 Broadway. Call and examine.

GET OFF THE TRACK—FOR SALE—A new invention applied to any size truck or cart to enable it to get off the track easy. Patent applied for. Will trade for horses, wagons, &c Model can be seen at Richardson's Lunch Room, No. 100 William-st., near John, on Monday, between 11 and 12 o'clock.

FOR SALE—AN EASTERN COW, WITH A bull calf, lately arrived from Calcutta; one of those peculiar species known to naturalists, as the bison, and worshipped as a deity in its native country by the Brahmins. It can be seen at any time at No. 86 Madison-st.

MONETARY AFFAIRS.

Sales at the Stock Exchange—July 22, 1865.

$15,000	U. S. 6s, '81..R.	107¼	300	N. Y. Cen........	94¼
1,000	U. S.6s, '81.....C.	106½	100	do......2d call	94¼
6,500	U. S. 6s, '67......	115	200	do..........s15	94
140,000	U.S. 6s, 5-20s..C.	104¼	100	do..........b15	94
250,000	do............	104	100	Erie Railway.......	82¼
1,500	do............	103⅞	200	Reading R.........	102½
3,000	U. S. 6s, 5-20s..C.		200	do............	102¾
	New Issue......	103⅝	500	do............	102⅝
40,000	do............	103⅞	500	do..........s30	102
19,000	U.S.5s,10-40s...C.	96¾	200	do..2d call.s10	102½
7,000	do............	96⅝	300	do............	102¾
70,000	U.S.6s, 1 Yr. Cer.		116	Mich. Cen. R......	107
	New Issue......	97¾	500	Mich. S.&N. I.R....	64¼
30,800	Tr. Notes, 7 3-10s.		500	do............	64½
	Second Series..	99⅞	100	do..........b3	64¼
3,000	Ohio 6s, 81......	97½	100	do............	64⅛
4,000	Missouri 6s......	71¾	200	do......2d call	64⅜
20,000	Ohio & M. Cer...	25	100	do.........b30	64⅜
20,000	do...........c	24⅞	200	do............	64⅛
3,000	Hud.2dM.S.F.Bs	103½	200	Ill. Cen. R........	127¼
1,000	P.,Ft.W.& Ch. 3d	88	100	do............	128
5,000	Mich. So.S.F.Bs.	97	60	do............	127½
5	Continental Bank..	94	600	Cleve. & Pitts......	67¾
100	Canton Co.........	40½	100	Chic. & N. W.......	27
100	do............	40¼	12	do............	26
100	Del. & H. C. C.....	132	80	do............	26⅛
100	do.........b10	132	500	Chic.& N.W.Pr.....	62
100	At. Mail S. Co..	164	100	do............	61⅞
100	do.........b10	164¼	300	Chic. & R. I. R.....	107⅝
200	do......2d call	164¼	60	Chi. & Alt. R.......	100
100	Cum. Coal Pr.......	41½	50	Chi. & Alt. Pref....	102½
100	Pitts.,Ft. W. & C...	98½			

OPEN BOARD—1½ P. M.

$15,000	O. & Miss. Cer..	25	300	Chic. & N. W....s3	27
800	Erie Railway......c	82⅝	100	do............	27
200	do..........b3	82¾	200	do..........s3	26¾
1000	do............	82¾	300	Ch. & N. W. Pr....	61¾
200	do...........c	82¾	100	do............	61⅝
1500	do..........s3	82⅝	100	do............	61½
1000	do..........s5	82⅝	200	do............	61¼
600	Reading R.........	102⅞	200	do............	61⅝
100	do..........s3	102¾	200	P., Ft. W & C....s3	98¼
300	Mich. S. & N. I....	64¼	100	Canton Co.........	40
700	do..........s3	64	100	Cum. Coal Co...b3	42½
400	do..........b3	64⅛	100	do............	41½
300	Ill. Central R...x-d	128½	700	do..........s3	41½
100	Cleve. & Pitts....s3	67⅞	100	do.........s30	41¼
200	do...........c	68	200	Quick. Min. Co......	57½
200	do............	68	100	do..........s3	57⅜
200	do..........b3	68	100	do............	57⅜
200	do..........s3	67¾	100	Bruns. Land Co....	11½
400	do..........b3	67⅞			

SATURDAY, July 22—P. M.

The price of Gold left off, at the close of the week, at 142⅞ ℔ cent.—very near the same figure as on Saturday last. The Customs demand for the week was $2,378,660; the Export of Gold and Silver Coin, $132,115; the payments out of the Treasury Office for July Gold-interest, $755,147. The rates for Bills on London closed 108⅞@109 ℔ cent. for Gold.

There was renewed pressure from the same parties as on Friday to sell United States 5-20s. The price went down to 104 ℔ cent., but this decline produced no further change in the other Gold-bearing Bonds. After the Stock Exchange Board adjourned, the price of 5-20s recovered to 104¼@104⅜ on out-of-town telegraphic orders to buy, and the indisposition of the sellers of the morning to meet this demand.

The Railway Market was again buoyant on Reading shares, at 102⅞@103 per cent., particularly after the Board. The New-York and Western Roads were fairly supported, and the general quotations on the Street at 3 o'clock, (there being no Saturday afternoon Board and no Evening Exchange,) left off as follows as compared with Friday:

	Frid.	Sat.		Frid.	Sat.
U. S. 10-40s........	96⅝	96¾	N. West Pref.......	62½	61¾
U. S. 5-20s........	104½	104¼	Rock Island.......	107½	107⅝
N. Y. Central.......	94¾	94¼	Fort Wayne.......	99	98¼
Erie...............	82¼	82¾	Cumb'land Coal....	43	41½
Hudson............	109	108¼	Quicksilver.......	58	57⅜
Reading...........	103	102⅞	Mariposa..........	13	13
Mich. Southern....	65¼	64⅛	Canton............	40½	40
Illinois Central....	128½	128½	Atlantic Mail......	164	164¼
Mich Central.......	107	107½	Brunswick........	12	11½
Pittsburgh........	68	67⅞	Ohio Certificates..	25¼	25
Northwest.........	28	26⅞	American Gold....	142⅞	142⅞

The following bids were made for the City Bank shares:

New-York............	110	Chatham............	125
Merchants'..........	107	Bank of N. America..	107
Mechanics'..........	107½	Hanover............	105
Union..............	115	Irving.............	105
America............	128	Shoe and Leather....	101
City...............	175	Corn Exchange......	109
Phenix.............	100	Continental........	92¾
Greenwich..........	150	St. Nicholas........	100
Butchers' & Drovers'.	120	Commonwealth.......	99½
Commerce...........	104	Importers' & Traders'	102½
Mechanics' B'k Ass..	101	Manuf's& Merchants'.	100
Ocean..............	86	Central National....	103
Mercantile..........	125	Fourth National.....	99½
American Exchange..	113½	Ninth National......	102

And the following for the Railway Mortgages:

N. Y. Cen. 6s, 1883......	93	Del. L. & W. 1st mort..	103
N. Y. Cen. 6s, 1887......	92	Del. L. & W. 2d mort...	102
N. Y. Cen. 7s, 1876......	104	Galena & Chi. ex.......	104
Erie 7s, 2d mort., 1879..	103	Chi. & R. I. 1st mort....	100
Erie 7s, 3d mort., 1883..	100	N. J. Cen. 1st mort.....	103
Buf., N. Y.& E. 1st, M '77	93	N. J. Cen. 2d mort......	103
Hud. R.7s, 1st mort.,'69.	103½	Pitts., Ft. W.& C. 1st M.	101
Hud. R.7s con.,'67.......	95	Pitts., Ft. W.& C. 2d M.	93
Harlem, 1st mort., '69-72.	100	Pitts., Ft. W.& C. 3d M.	90
Mich. C. new 1st 8's, '82.	111	Miss. & Mo. L. G. 1st M.	38
Mich. So. 7 ℔ c. 2d. Mtg.	88	Chi. & Alton Income...	86
Ill. Cen. 7 ℔ c., 1875....	117	Mil. & St. Paul 1st mor.	71
Chi. & N. W. S. Fund..	90	Marietta & Cin. 1st mor.	86
Chi. & N. W. 1st M.....	85		

A banking firm in Paris, under the style of MACUARD & Co., attempted, during the recent troubles in this country, to cover up part of the property of the notorious JOHN SLIDELL, in Louisiana, by advancing 290,000 francs upon it by way of mortgage. The property was, of course, subject to confiscation, as soon as our Government could reach it. The final decree of confiscation has just been determined, notwithstanding the intervention of the Paris mortgages. The Judge of the United States Court, it will be seen from the following statement of his decision, from the New-Orleans papers, plainly intimated that Messrs. MACUARD & Co. (who, by the way, used to have a respectable credit in New-York) were parties to a fraud, which could only have been consummated by the breaking up of this Government:

"Judge DURELL, of the United States Court, delivered his decision in the intervention of the Citizens' Bank and of MACUARD & Co., in the suit of the United States against JOHN SLIDELL, for confiscation of his real estate in the City of New-Orleans. The Citizens' Bank based its claim on the mortgage executed by Mr. SLIDELL's agents in this city, in favor of the bank for 100,000 francs. Judge DURELL decided that such a mortgage was in fraud of the claims of the United States, and was intended to reserve Mr. SLIDELL's property from the country, so that it could not be reached, and that Mr. SLIDELL being a notorious enemy of the United States, his property was liable under the Confiscation Act, and could not thus be placed beyond the reach of the government.

The Judge further decided that the power of attorney filed by Mr. SLIDELL's agents did not give them the power to mortgage his property. In regard to the intervention of MACUARD & Co., who claim a mortgage in their favor on Mr. SLIDELL's property for advances, to the amount of 290,000 francs, Judge DURELL decided that, when the mortgage was given in Paris, *it was well known by the intervenors that Mr. Slidell was an enemy to the United States, and a traitor*; that he was acting as commissioner of the so-called Confederate States; they knew the risk they were taking, *and they grounded their hopes of repayment upon the prospect of the success of the insurgent States in overthrowing the authority of the United States.*"

We wish no harm or inconvenience to the New-York correspondents of this concern of MACUARD & Co., but, after the dirty transaction referred to in the above decision, it would certainly redound more to their credit to make their bills hereafter on some other name in Paris. Like the case of JOHN HENRY SCHROEDER, in London, and the Rebel Cotton Loan, the relations of MACUARD & Co. to treason and rebellion ought not soon to be forgotten by our loyal American merchants and bankers.

The Harlem Road is understood to be owned chiefly by Mr. CORNELIUS VANDERBILT. He was the principal holder of its mortgages previous to the celebrated *corner* of last year in the Capital Stock, the profits of which, out of the Wall and William-street, enabled him to monopolize the Capital at a very small cost, if not wholly free of cost. It would seem from the following returns of the business of the Road last year—to September 30, 1864—made to the State Engineer and since officially published, that it is another piece of great good fortune to Mr. VANDERBILT that the Capital came to him so cheap. The Road

Earned in Gross..............................	$1,860,427
At an expense of.............................	1,409,820
Net business.................................	$450,607
And paid:	
Interest on $6,115,800 of Debt...............	432,439
And left on $6,585,050 of Capital............	$18,168

We are requested by the heirs of an old member of the Stock Exchange Board—deceased some twenty odd years ago—to acknowledge the receipt of an anonymous remittance of $500 as principal and interest of a small loan made to the writer of the note inclosing the money by the deceased in his lifetime. The note states that the writer "being now in a situation to liquidate the debt, he takes pleasure in sending the inclosed $500 to be divided among his (old friend's) children, which sum will cover the amount loaned with interest."

The day's business at the office of the U. S. Assistant Treasurer in this city to-day was as follows: Total receipts, $1,304,940 83, including for Customs, $229,000, and on account of Loan, $17,000; Payments, $2,060,878 24; balance, $53,075,464 60.

The earnings of the Chicago and Northwestern Railway Company for the second week in July were:

1865..............................	$161,138 78
1864..............................	124,305 23
	$36,833 55
Increase....................	29 63-100 per cent.

Internal Revenue Decisions.

Commissioner ORTON, of the Internal Revenue Bureau, has made the following decision in reference to the duty on Tobacco in the late insurrectionary States:

Tobacco manufactured prior to Sept. 1, 1862, and sold but never removed from the place of manufacture, is liable to the rate of duty imposed by the act now in force. Tobacco made subsequent to Sept. 1, 1862, and prior to June 30, 1864, if it has been sold, will be liable to the rates of duty imposed by the act of July 1, 1862, and the amended act of March 3, 1863, whenever it is removed beyond the insurrectionary States; if it has never been sold but is still in the possession of the manufacturer, then it will be subject, when sold or removed, to the rates of duty imposed by the law now in force. Manufactured tobacco, in the insurrectionary States, made prior to April 1, 1865, and not owned by the manufacturer when sold, either to be consumed in an insurrectionary State, or to be carried out of said State, is liable to the tax imposed by the law now in force. Tobacco in the hands of a purchaser may be sold indefinitely within the insurrectionary States without becoming liable to tax; but when the same is sold to be transported beyond the limits of said insurrectionary States, it becomes liable to the tax imposed by the law in force at the time the first sale of the same tobacco was made by the manufacturer thereof. Tobacco from Virginia or North Carolina cannot be shipped by way of New-York to New-Orleans, though the same was made and sold prior to the establishment of collection districts in said State, without the payment of the tax. The tax would accrue on tobacco manufactured by a firm, should said firm, on being dissolved, divide the stock on hand of manufactured tobacco among the individual members of the firm. If a sale of said tobacco should afterward be made, to be carried beyond the limits of the insurrectionary States, the rate of tax would be determined by the time when such first sale was made. In all cases where any party shall make claims to have his goods reassured at a different rate from the current rates under the laws now in force, it will be incumbent upon him to show to the entire satisfaction of the assessor that the precise time when the sale was made entitles him to a lower rate of duty.

Commissioner ORTON has also made the following decisions:

Tobacco that has become mouldy may be cleaned or reworked if done under the supervision of an inspector, without rendering it liable to an additional duty, if a duty has been paid thereon, and if the tobacco is exempt from duty, it will not become liable in consequence of such statement. Photographic pictures which are merely copies of works of art are exempt from stamp duty whenever they are sold by the producers at wholesale at a price not exceeding ten cents each; but if sold at retail at any price, or sold at wholesale at a price exceeding ten cents each, they are subject to the same stamp duty as originals.

TREASURY DEPARTMENT,
WASHINGTON, July 13, 1865.

SIR: In reply to your letter of July 10, in relation to the duty on manufactured wines, I have to say that the Commissioner of Internal Revenue has suspended so much of Circular No. 29 as relates to the manufacture of imitation liquors, but all other parts of it are still in force.

The several examples given in your letter of manufactured wines, and upon which you ask information, are evidently such wines as are contemplated under section 94 of the act of June 30, 1864, and under said act as amended by the act of March 3, 1865, liable to a duty of sixty cents per gallon.

Very respectfully,
WM. ORTON, Commissioner.

Assessors and Collectors of Internal Revenue are hereby informed, that so much of Circular No. 29 as requires distillers, rectifiers, brewers, or other persons engaged in the manufacture or production of liquors, sold as imitations of Bourbon, whisky, brandy, gin, &c., to return and pay tax on such imitation liquors, is suspended for the present.

Collectors will not enforce the collection of any taxes assessed on such manufactured liquors, under instructions contained in the above-named circular, unless specially directed to do so by this office.

It is distinctly to be understood that the suspension of Circular No. 29 herein ordered, relates solely to that portion of it which relates to the manufacture of "imitation liquors" other than wine.

The assessment and collection of duties on wine made of grapes, and on all other wines or liquors known or denominated as wine, must continue to be made as provided in the regulations.

WILLIAM ORTON, Commissioner.

TREASURY DEPARTMENT,
OFFICE OF INTERNAL REVENUE,
WASHINGTON, July 12, 1865.

SIR: In reply to your inquiry of the 7th inst., relative to returns of Savings Banks, I have to say that it has been decided that the deposits of a Savings Bank having no capital stock, may be so far regarded as capital as to allow the deduction of the amount of such deposits invested in United States bonds.

The surplus fund should also be regarded as capital, and added to the amount of deposits from which the amount of bonds is subtracted.

Only such government securities as are set forth in Decision No. 140, are considered United States bonds. You will observe the 7-30 notes and certificates of indebtedness are not included.

Very respectfully,
E. A. ROLLINS,
Deputy Commissioner.

THOS. G. TURNER, Esq., U. S. Assessor, Providence, R. I.

MEDICAL.

CANCER.

TUMOR, SCROFULA. A speedy and permanent cure. Dr. JOSEPH T. ROBINSON has discovered an infallible remedy for the cure of cancer, tumor and scrofula. Has sufficient testimony to convince the most incredulous of his entire success in this branch of practice. Terms are no cure no pay, which should enlist public confidence. Office hours 9 to 12 A. M.
JOSEPH T. ROBINSON, M. D.,
No. 461 Broome-st., a few doors west of Broadway.

THOUSANDS ARE TIMELY SAVED BY Dr. KENNEDY'S skillful and improved treatment.—Private diseases cured in the shortest possible time by Dr. KENNEDY & CO., No. 195 Elm-st., New-York, without the use of mercury, loss of time or change of diet. Dr. KENNEDY, from the hospitals of London, Paris and Edinburgh, is the discoverer of the only certain and reliable remedies for diseases of a private character. In 28 years' practice he has cured more cases of Secret Diseases and Wrong Treatment than all others combined. I can and will cure you in less time and at less expense than any other can or will, and those who have been robbed of their money and health, call; it will take but little money and time to restore you. If you have been unfortunate, call at once. By his special experience in this much neglected branch of medical science, he is enabled to guarantee a cure in the most complicated cases. Recent cases of Gonorrhœa or Syphilis cured in a few days, without change of diet or hindrance from business. Secondary Syphilis—the last vestige eradicated without the use of Mercury. Involuntary emissions stopped in a short time. Sufferers from Impotency, or loss of sexual power, restored to full vigor in a few weeks, permanently and speedily cured by a new treatment. Persons at a distance failing to receive prompt treatment elsewhere, may get a permanent cure effected by writing a full diagnosis of their case, addressed to Dr. KENNEDY, No. 195 Elm-st. Call, send or write.

CANCER.

A new and wonderful discovery, Dr. J. C. DIXON'S CANCER ANTIDOTE, which has already proved, in over five hundred cases, to be the most successful treatment for cancer that has ever been used by man. The method of treatment is indeed simple. This terrible disease is entirely removed in a solid mass, without the use of the knife, loss of blood, producing of pain, caustic burning, or affecting the sound parts. Office hours from 9 A. M. to 4 P. M.; No. 726 Broadway; J. C. DIXON, M. D.

MEDICAL AND SURGICAL CONSULTATIONS.—Dr. R. COBBETT can be consulted with the most honorable confidence on private diseases at his conveniently-arranged suite of offices, No. 20 Centre-st., between Chambers and Reade sts., having a private entrance at No. 6 City Hall-place. From Dr. C. being one of the oldest, and probably the only qualified physician and surgeon in this city who makes diseases of the genitourinary organs a specialty, he is thus enabled to guarantee speedy and permanent cures, or make no charge. Strictures of the urethra, seminal weakness, nervous and general debility treated on the most scientific principles. N. B.—Dr. C.'s diplomas, in his office, as member of the New-York University Medical College, and College of Surgeons, London. Office hours 9 A. M. to 8½ P. M.

DR. COOPER, NO. 14 DUANE-ST., MAY be confidentially consulted on all diseases of a private nature. A practice of 30 years, devoted to the treatment and cure of syphilitic, mercurial and diseases of a delicate nature, enables Dr. C. to make speedy and permanent cures, no matter of how long standing the case may be. Strictures of the urethra and seminal weakness, brought on by a secret habit, effectually cured. The victims of misplaced confidence, who have been misled by quack advertisements, can call on Dr. C. with the certainty of being radically cured or no charge made.

ADVICE TO MARRIED LADIES, WHO require a safe and certain remedy for removing obstructions, from whatever cause. Can rely upon the celebrated INFALLIBLE FRENCH FEMALE MONTHLY PILLS. No. 1, price $1 a box, to restore the monthly sickness in forty-eight hours, if of short standing; but obstinate cases, of long standing, may require No. 2, which are four degrees stronger than No. 1, and can never fail, are safe and healthy: price $5 a box. Sold at the principal office, No. 162 Chambers-st.; also at the druggist's, No. 152 Greenwich-st., or sent by mail, with full instructions. Address Box No. 2369 N. Y. P. O.

STRICTURE, PILES, FISTULA, &C.—Piles radically cured in ten minutes, without the use of the knife, caustic or acid, by HENRY A. DANIELS, M.D., Consulting and Operative Surgeon, 3 Union-square.

FINANCIAL.

FISK & HATCH,

BANKERS,
AND

U. S. 7-30 LOAN AGENTS

No. 5 NASSAU-STREET,
(Continental Bank Building,)
Near WALL-ST.,

have all denominations of
THE 7-30 NOTES
constantly on hand for
IMMEDIATE DELIVERY.
All Classes of
GOVERNMENT SECURITIES
bought and sold at market rates.

U. S. 6 PER CENT.

COMPOUND INTEREST NOTES,

DATED
JUNE, JULY,
AUGUST, OCTOBER,
AND
DECEMBER, 1864,
WANTED AT A PREMIUM.
SEPTEMBER, NOVEMBER AND JANUARY.

Coupons Cashed in Gold,

ON LIBERAL TERMS,
BY
HENRY A. HEISER'S SONS,
DEALERS IN GOVERNMENT SECURITIES,
NO. 38 WALL-ST.

• $10,000 REWARD.
LOST OR STOLEN,
FORTY THOUSAND DOLLARS
IN 7 3-10 TREASURY NOTES,
Dated June 15, 1865,
AND NUMBERED
111,653 TO 111,732 INCLUSIVE
BONDS, $500 EACH.

The public are cautioned against negotiating thes bonds, as payment has been stopped.
REFER TO
AMERICAN EXCHANGE BANK.

L'HERBETTE, KANE & CO.,
AMERICAN BANKERS,
No. 8 Place de la Bourse,
Paris.
Deposits received and letters of credit granted. Americans traveling in Europe can have their letters sent to the above address.

E. R. McILVAINE
NO. 13 BROAD-ST.,
DEALER IN GOVERNMENT SECURITIES
AND PETROLEUM STOCKS.

BROWN BROTHERS & CO.,
NO. 56 WALL-ST.,
ISSUE COMMERCIAL AND TRAVELERS' CREDITS
FOR USE IN THE COUNTRY
AND ABROAD.

LOCKWOOD & CO.,
BANKERS,
No. 94 Broadway and No. 6 Wall-st.,
Dealers in government and other securities. Interest allowed upon deposits of gold and currency subject to check at sight. Gold loaned to merchants and bankers upon favorable terms.

TREASURY DEPARTMENT,
OFFICE OF THE COMPTROLLER OF THE CURRENCY,
WASHINGTON, July 15, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that THE MANUFACTURERS' NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, has been duly organized, under and according to the requirements of the act of Congress entitled "An Act to provide a National Currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking, under said act.

Now, therefore, I, FREEMAN CLARKE, Comptroller of the Currency, do hereby certify that THE MANUFACTURERS' NATIONAL BANK OF NEW-YORK, in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.

[L.S.] In testimony whereof, witness my hand and seal of office this 15th day of July, 1865.
FREEMAN CLARKE, Comptroller of the Currency.

TREASURY DEPARTMENT, OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, June 5, 1865.

WHEREAS BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The Pacific National Bank of New-York," in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the Act of Congress entitled, "An Act to provide a national currency, secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof, approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking under said act:

Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that "The Pacific National Bank of New-York," in the City of New-York, in the County of New-York, and State of New-York, is authorized to commence the business of Banking under the act aforesaid.

In testimony whereof, witness my hand and seal of office this 5th day of June, 1865.
[L. S.] Signed. FREEMAN CLARKE,
Comptroller of the Currency.

TREASURY DEPARTMENT,
OFFICE OF THE COMPTROLLER OF THE CURRENCY,
WASHINGTON, June 14, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The Union National Bank of the City of New-York," in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the act of Congress entitled "An act to provide a national currency secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with before commencing the business of banking under said act.

Now, therefore, I, FREEMAN CLARK, Comptroller of the Currency, do hereby certify that "THE UNION NATIONAL BANK OF THE CITY OF NEW-YORK," in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof, witness my hand and seal of office, this 14th day of June, 1865.
FREEMAN CLARKE,
Comptroller of the Currency.

TREASURY DEPARTMENT
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, June 10, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The National Butchers' and Drovers' Bank of the City of New-York," in the City of New-York, in the County of New-York and State of New-York, has been duly organized under and according to the requirements of the act of Congress entitled "An act to provide a national currency secured by a pledge of United States bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864; and has complied with all the provisions of said act required to be complied with, before commencing the business of banking under said act.

Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that "The National Butchers' and Drovers' Bank of the City of New-York," in the City of New-York, in the County of New-York and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof, witness my hand and seal of office, this 10th day of June, 1865.
FREEMAN CLARKE,
Comptroller of the Currency.

OFFICE OF THE ILLINOIS CENTRAL RAILROAD COMPANY, NEW-YORK, July 11, 1865.

AT A MEETING OF THE BOARD OF Directors of this company, held this day, it was

Resolved, That a Dividend of Five per Cent., in cash, free of government tax, be paid on the 1st day of August next to the holders of the full paid shares registered on the 15th day of July, and that the transfer books be closed on the said 15th day of July, and opened on the 3d day of August.

Resolved, That in pursuance of the measure recommended by the shareholders' meeting held May 31, 1865, and in order that the lands sold may be represented by a corresponding issue of capital stock, in accordance with the policy heretofore pursued by the company in the issue of Canceled Bonds Scrip, the outstanding shares of this company be increased by the issue of one share for every ten now outstanding, and the same be distributed to the holders of shares registered on the company's books on the 1st day of August next, in the proportion of one share for every ten held by them.

Resolved, That where, in the distribution of such shares, a stockholder would be entitled to a fraction of a share, the company will retain the right to such fractional part at par.
THOMAS E. WALKER, Treasurer.

TREASURY DEPARTMENT,
OFFICE OF COMPTROLLER OF THE CURRENCY,
WASHINGTON, June 28, 1865.

WHEREAS, BY SATISFACTORY EVIDENCE presented to the undersigned, it has been made to appear that "The Hanover National Bank of the City of New-York," in the City of New-York, in the County of New-York, and State of New-York, has been duly organized under and according to the requirements of the act of Congress, entitled "An Act to Provide a National Currency, secured by a pledge of United States Bonds, and to Provide for the Circulation and Redemption thereof," approved June 3, 1864, and has complied with all the provisions of said act required to be complied with, before commencing the business of banking under said act:

Now, therefore, I, Freeman Clarke, Comptroller of the Currency, do hereby certify that "The Hanover National Bank of the City of New-York," in the City of New-York, in the County of New-York, and State of New-York, is authorized to commence the business of banking under the act aforesaid.

In testimony whereof, witness my hand and
[SEAL.] seal of office, this twenty-eighth day of June, 1865.
(Signed) FREEMAN CLARKE,
Comptroller of the Currency.

THE PUBLIC ARE CAUTIONED AGAINST negotiating bonds and coupons of the Chicago and Rock Island Railroad Company numbered as follows: 904, 905, 906, 907, 908, 1,147, 1,148, 1,430, 1,431, 1,833, the same having been stolen in June, 1864, from a correspondent of the undersigned. A reward will be paid for their return to WARD & CO., No. 54 Wall-st.

Also, of the Northern Indiana Railroad Company, due February, 1868, numbered as follows: 386, 495, 496, 498. Also, of the Northern Indiana Railroad Company, Goshen Branch, 1,349.

HARTFORD BUSINESS PAPER AND Hartford Stocks bought at current rates. Hartford collections remitted for on day of payment less ¼, by
GEO. P. BISSELL & CO., Bankers,
Hartford, Conn.

REFER TO
KETCHUM, SON & CO. Washington Bank, Boston.
FISK & HATCH, New-York. Hartford Bank, Hartford.

FINANCIAL.

VERMILYE & CO.,

BANKERS,
NO. 44 WALL-ST., NEW-YORK,

GOVERNMENT LOAN AGENTS

KEEP ON HAND FOR
IMMEDIATE DELIVERY,
THE ISSUES OF
7-30 TREASURY NOTES, OF ALL DENOMINATIONS.
WE BUY AND SELL ALL CLASSES OF GOVERNMENT SECURITIES AT MARKET RATES.
ALSO, QUARTERMASTERS' CHECKS AND CERTIFICATES OF INDEBTEDNESS.
ORDERS FROM BANKS AND BANKERS EXECUTED ON FAVORABLE TERMS AND WITH DISPATCH.
VERMILYE & CO.

JOHN MUNROE & CO.,
AMERICAN BANKERS,
No. 5 Rue de la Paix, Paris,
and
No. 8 Wall-st., New-York,
Issue circular letters of credit for travelers in all parts of Europe, &c., &c. Also, commercial credits.

AUG. BELMONT & CO.,
BANKERS,
No. 50 WALL-ST.,
issue Circular Letters of Credit for travelers on all parts of Europe, &c.

TRAVELING CREDITS
On Messrs. J. S. MORGAN & CO., London, (successors to GEO. PEABODY & CO., available in the principal cities of Europe and the East, issued by
DABNEY, MORGAN & CO.,
No. 53 Exchange-place.

KENTUCKY STATE BONDS.
The Sinking Fund Commissioners propose to redeem at par, with accrued interest, $200,000 of Kentucky State Bonds, falling due July 1, 1868. Those first presented at Bank of America will be redeemed.
M. C. JOHNSON,
JULY 21, 1865. Agent of Sink. Fund Com.

OFFICE OF THE
COLUMBIAN (MARINE) INSURANCE CO.,
Corner of Wall and Nassau sts.
CASH CAPITAL $3,500,000.
From statement for the Seventh Fiscal Year ending Dec. 31, 1864.

Total amount of assets Jan. 1, 1865...........	$7,438,572 78
Total amount of premiums.....................	6,213,114 68
Excess of earned premiums over losses, &c..	2,064,754 02
Reserve for estimate claims unadjusted and other contingencies....................	651,212 97
Guaranteed cash dividend to dealers (holding certificates of same) on paid premiums earned during the year, whether loss has accrued or not.........................	760,354 89
Interest of scrip issues of 1862 and 1863.......	6 per cent.
Scrip dividend to dealers on earned premiums...............................	12 per cent.
Dividend for the year to stockholders.......	31 per cent.

Dealers with this company will be allowed the option, to be signified at the time of application for insurance, of receiving in lieu of scrip, at the end of each year, returns in cash, guaranteed by certificate, of premiums paid and earned during the year, whether loss accrues or not, upon all new risks under the New-York form of policy, as follows:

1. Upon all voyage risks upon cargo, a return of twenty-five per cent.
2. Upon voyage risks upon freight, a return of twenty per cent.
3. Upon time risks upon freight, and upon voyage and time risks upon hulls, a return of ten per cent.

Such privilege, however, being confined to persons and firms, the aggregate of whose premiums upon such policies earned and paid during the year shall amount to the sum of one hundred dollars.

Premiums paid in gold will be entitled to the above returns in gold.

DIRECTORS:

Edward Rowe,	Daniel W. Teller,
Daniel W. Lord,	John D. Bates,
George Miln,	Charles Hickox,
John Atkinson,	Robert Bowne,
Thos. A. C. Cochrane,	Lawrence Myers,
Wm. H. Halsey,	S. N. Derrick,
Thos. Barron,	Moses Merick,
Roland G. Mitchell,	David J. Ely,
Albert G. Lee,	Joseph Morrison,
George P. Deshon,	Wm. H. Popham,
O. L. Nims,	B. C. Morris, Jr.,
M. F. Merick,	Ezra Nye,
Wm. B. Ogden,	Henry J. Cammann,
John Armstrong,	Thomas Lord,
B. C. Morris,	Preston H. Hodges,
Andrew J. Rich,	J. B. Griffin.

B. C. MORRIS, President.
THOMAS LORD, Vice-President.
WM. M. WHITNEY, Second Vice-President and Sec'y.

UNITED STATES INTERNAL REVENUE.—Sixth Collection District, State of New-York, comprising the IXth, XVth and XVIth Wards of the City of New-York. Notice is hereby given that the lists of valuations and enumerations of property subject to tax under the "Act to provide Internal Revenue to support the Government, to pay interest on the Public Debt, and for other purposes," approved June 30, 1864, and the amendatory act approved March 3, 1865, made and taken by the several Assistant Assessors of said Collection District, will remain in open for the examination of all persons interested for the space of FIFTEEN DAYS, (SUNDAYS excepted) from the date hereof, at my office, No. 181 West 24th-st., (over the New-York County Bank) between the hours of 9 A. M. and 4 o'clock P. M. And immediately after the expiration of ten days from the date hereof, to wit: on the 25th day of July, 1865, and for four days thereafter, I will receive and determine all appeals relative to erroneous or excessive valuations or enumerations made and taken by the said Assistant Assessors. The lists herein referred to comprise the taxes for licenses and the taxes on carriages, billiard tables, yachts, silver plate and other enumerated articles for the year ending May 1, 1866; and the taxes upon INCOMES for the year ending Dec. 31, 1864. All appeals to the Assessor as aforesaid must be made in writing, and specify the particular cause, matter or thing respecting which a decision is requested, and state the ground or principle of inequality or error complained of.
JOHN F. CLEVELAND, Assessor.
Dated NEW-YORK, July 14, 1865.

MANUFACTURERS BANK, NEW-YORK, June 20, 1865.

THE OWNERS OF MORE THAN TWO-THIRDS of the Capital Stock of this Bank, having in writing authorized the Directors thereof to convert and change the said bank into a National Association, under the act of Congress entitled "An Act to provide a national currency, secured by a pledge of United States Bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, notice is hereby given that the said bank has decided to become a National Banking Association, under the laws of the United States, by the name and title of the MANUFACTURERS' NATIONAL BANK OF NEW-YORK.
J. T. FOUNTAIN, Cashier.

BANK DEPARTMENT,
ALBANY, July 17, 1865.

THE STISSING BANK (PINE PLAINS) has this day filed, in this office, a notice of the appointment of the American National Bank, of New-York, as agent for the redemption of its circulating notes, together with a revocation of the appointment of the Metropolitan Bank as such agent, agreeable to the act entitled "An act to amend the several acts relating to Incorporated Banks, Banking Associations and Individual Bankers," passed April 17, 1851.
EDWARD HAND, Deputy Superintendent.

CHATHAM BANK, NEW-YORK, June 21, 1865.

PUBLIC NOTICE IS HEREBY GIVEN as required by an act of the Legislature of the State of New-York, passed March 9, 1864, entitled, "An Act enabling the Banks of this State to become associations for the purpose of banking under the laws of the United States; that having obtained the consent of the owners of more than two-thirds of its capital stock for that purpose, a majority of the directors, at a meeting held this day, have voted to change or convert this Bank into a banking association under the laws of the United States, by the name of "The Chatham National Bank of New-York.
O. H. SCHREINER, Cashier.

OFFICE OF THE HIGHGATE PETROLEUM COMPANY,
NO. 33 PINE-ST., NEW-YORK, July 20, 1865.

NOTICE IS HEREBY GIVEN THAT THE annual meeting of the stockholders of the Highgate Petroleum Company will be held at the office of the company, No. 33 Pine-st., on TUESDAY, Aug. 15, at 12 o'clock M., at which time an election for trustees to serve the ensuing year, will take place. The polls will be open from 12 to 1 o'clock. The transfer books will be closed from July 31 to Aug. 16.
CHAS. THROCKMORTON, Secretary.

OFFICE OF THE NEW-YORK AND PENNSYLVANIA OIL COMPANY, NO. 17 WILLIAM-ST.,

THE ANNUAL MEETING OF THE Stockholders of this company for the election of seven Trustees for the ensuing year will take place on TUESDAY, the 25th of July, at the office of the company, where the poll will be open from 12 to 1 o'clock.
J. H. KETCHAM, Secretary.

NOTICE TO PETROLEUM CAPITALISTS—We have leased, for oil and mineral purposes, 30,000 acres of land, on Cumberland River and its tributaries, lying in Jackson and Overton counties, Tenn., which lands present a fine field of operations for practical oil and mineral developing capacities. We are desirous of forming an association with a company of such gentlemen for the purpose of developing a part or all of these lands upon fair and equal terms. Parties wishing further information, or desiring to enter into such an arrangement, will please correspond with
C. L. HILL,
GLASGOW, Ky. W. H. BOTTS.

CUSTOM-HOUSE, NEW-YORK,
COLLECTOR'S OFFICE, July 17, 1865.

MERCHANTS OR OTHER PERSONS having cause of complaint against any officer connected with this department, for overcharge or storage, lighterage, cartage, or any official misconduct, are respectfully requested to report the same to the undersigned.
S. DRAPER, Collector.

MOUNT ALPINE GOLD COMPANY.
NEW-YORK, July 20, 1865.
A special meeting of the stockholders of this company will be held at No. 19 Nassau-st., Room No. 7, on WEDNESDAY, Aug. 2, at 12 o'clock noon, for the purpose of reorganizing the company under a special charter granted by the State of Rhode Island.
By order. J. B. RANDOL, Secretary.

ASTOR FIRE INSURANCE COMPANY, No. 16 Wall-st.—25TH DIVIDEND.—The Directors of this company have declared a semi-annual dividend of Five Per Cent., payable 1st August next, free of government tax.
JAS. H. RIELLY, Secretary.

COMMISSIONER FOR MASSACHUSETTS and other States—No. 5 Beekman-st., Room No. 8, first floor over Park Bank

SAVINGS BANKS.

IRVINGS SAVINGS INSTITUTION,
NO. 96 WARREN-ST.
CHANGE OF HOURS.
On and after August 1, 1865, this bank will be open daily from 10 A. M. to 3 P. M. By order of the Board of Trustees.
V. L. BUXTON, Secretary.

NEW-YORK SAVINGS BANK, CORNER of 14th-st. and 8th-av.—Open daily from 1 to 5 P. M. WEDNESDAYS and SATURDAYS from 1 to 7 P. M. Six per cent. interest, free from government tax. Deposits made on or before Aug. 1, draw interest from that date.
THOS. CHRISTY, President.
R. H. BULL, Secretary.

COPARTNERSHIP NOTICES.

MR. GEORGE W. VAN LOAN, HERETOFORE signing for me by power of attorney, has an interest in my business from this date. The banking and stock commission business will be continued under the firm of CHAS. GRAHAM & CO.
CHAS. GRAHAM, No. 42 Exchange-place.
NEW-YORK, July 20, 1865.

DIVIDENDS.

DIVIDEND NOTICE.
OFFICE OF
CONTINENTAL INSURANCE COMPANY,
No. 102 BROADWAY.
NEW-YORK, July 13, 1865.

CASH CAPITAL..............................	$500,000 00
ASSETS, JULY 1, 1865......................	1,503,373 99
LIABILITIES..................................	40,084 00

THE DIRECTORS OF THIS COMPANY HAVE THIS DAY declared a dividend of
FORTY-FIVE PER CENT. TO ITS CUSTOMERS,
upon the premiums earned during the year ending 1st instant, on all policies entitling the holders to participate in the profits of the company's business; and scrip will be issued on the 20th September to policy-holders for the amounts to which they are respectively entitled. Also, a Cash Dividend for the payment in full of the scrip issued in 1859, with SIX PER CENT. interest thereon, payable August 10.

Also, a Cash Interest Dividend of SIX PER CENT. on outstanding Scrip for the years 1860, '61, '62, '63 and '64, payable on the 20th day of September. Scrip Transfer Books to be closed from the 1st to the 20th September.

Also, a Semi-Annual Cash Dividend of SEVEN PER CENT. will be paid to the Stockholders or their legal representatives, on and after MONDAY, the 17th instant.
H. H. LAMPORT, Secretary.
NEW-YORK, July 13, 1865.

OFFICE NEW-JERSEY RAILROAD AND TRANSPORTATION COMPANY, NO. 2 NASSAU-ST.,
NEW-YORK, July 19, 1865.

THE BOARD OF DIRECTORS OF THE NEW-JERSEY RAILROAD AND TRANSPORTATION COMPANY have this day declared a Semi-annual Dividend of FIVE PER CENT. on full stock, free of government tax, out of the earnings of the company, payable to the stockholders on and after the 1st of August next. The transfer books will be closed from date to the 2d of August.
H. J. SOUTHMAYD, Treasurer.

THE MICHIGAN SOUTHERN AND
NORTHERN INDIANA RAILROAD COMPANY,
NEW-YORK, July 20, 1865.

A DIVIDEND OF FIVE (5) PER CENT., less the government tax, will be paid on the 1st day of August next, to the holders of the guaranteed stock of this company. The transfer books for the guaranteed stock will be closed on the 25th inst., at 2 P. M., and reopened on the 2d proximo at 10 A. M.
D. P. BARHYDT, Secretary.

OFFICE LAFAYETTE FIRE INSURANCE CO.,
No. 347 FULTON-ST.,
BROOKLYN, July 11, 1865.

DIVIDEND.—THE BOARD OF DIRECTORS have this day declared a Dividend of FIVE (5) per Cent. upon the capital stock, free of government tax, payable on and after the 15th inst., until which date the transfer books will be closed.
J. B. THOMPSON, JR., Secretary.

OFFICE OF THE DELAWARE AND HUDSON CANAL CO.,
NEW-YORK, July 15, 1865.

THE BOARD OF MANAGERS OF THIS COMPANY, have declared a semi-annual DIVIDEND OF TEN PER CENT, out of the profits of the Company, payable on and after the 1st day of August next, at the office of the Company, No. 7 Nassau-st.

The transfer books will be closed from the 17th to the 29th day of July, both days inclusive.
By order of the Board,
ISAAC N. SEYMOUR, Treasurer.

OFFICE OF THE BRADLEY OIL COMPANY OF CHERRY RUN, No. 7 NASSAU-ST., N. Y.
NEW-YORK, July 19, 1865.

DIVIDEND.—THE TRUSTEES OF THIS COMPANY have this day declared a dividend of TWO PER CENT. on their Capital Stock per month. Payable on Friday, August 4. The transfer books will be closed from the 31st July to 4th of August.
E. L. LOWEREE, Secretary.

CLEVELAND, COLUMBUS AND CINCINNATI RAILROAD COMPANY, CLEVELAND, Ohio, July 10, 1865.

A DIVIDEND OF FIVE PER CENT. has been declared by this company, payable at the usual places on and after August 1 next, free of government tax. The transfer books will be closed from the evening of the 20th instant until August 2.
By order of the Board of Directors.
GEO. H. RUSSELL, Treasurer.

CORN EXCHANGE BANK,
NEW-YORK, July 15, 1865.

THE BOARD OF DIRECTORS HAVE this day declared a semi-annual dividend of Five (5) Per Cent., payable Aug. 1, and the government tax. The transfer books will be closed from the 18th to the 31st of July inclusive.
W. A. FALLS, Cashier.

PACIFIC NATIONAL BANK,
NEW-YORK, July 11, 1865.

THE BOARD OF DIRECTORS HAVE this day declared a Dividend of Five per Cent.(5) free from government tax, payable on and after the first day of August next.
R. BUCK, Cashier.

OFFICE OF THE KNICKERBOCKER FIRE INS. CO.,
No. 64 WALL-ST.,
NEW-YORK, July 11, 1865.

THE BOARD OF DIRECTORS HAVE this day declared a Dividend of Five Per Cent., free of government tax, payable on and after 15th instant.
B. D. SKIDMORE, Secretary.

DIVIDEND.—CLINTON FIRE INSURANCE COMPANY, No. 156 Broadway. A semi-annual Dividend of Five Per Cent., free of tax, has been declared payable on demand.
JAMES B. AMES, Jr., Secretary.
NEW-YORK, July 6, 1865.

OFFICE OF EXCELSIOR FIRE INSURANCE CO.,
NO. 130 BROADWAY, NEW-YORK, July 12, 1865.

THE BOARD OF DIRECTORS HAVE this day declared a Semi-annual Dividend of Five per Cent., payable on demand, free of government tax.
SAMUEL M. CRAFT, Secretary.

OFFICE OF THE HUMBOLDT FIRE INSURANCE COMPANY, No. 140 Broadway, New-York, July 12, 1865.—The Board of Directors have this day declared a Semi-annual Dividend of Five per Cent., free of government tax, payable on demand.
A. WILEY, Jr., Secretary.

DIVIDEND.—MANHATTAN INSURANCE COMPANY.—A Dividend of Five per Cent has been declared, payable on demand at the office of the company, No. 68 Wall-st. By order of the board,
ANDREW J. SMITH, Secretary.

BANK OF KENTUCKY.—THE BANK OF Kentucky has declared a Semi-annual Dividend of THREE PER CENT., free from government tax, payable to New-York stockholders at the Bank of America, on demand.

FARMERS' BANK OF KENTUCKY.—The Farmers' Bank of Kentucky has declared a Semi-annual Dividend of FIVE PER CENT., free from government tax, payable to New-York stockholders at the Bank of America, on demand.

PUBLIC NOTICES.

OFFICE OF BOARD OF ASSESSORS,
NEW COURT-HOUSE, July 15, 1865.

CORPORATION NOTICE.—PUBLIC NOTICE is hereby given to the owner or owners, occupant or occupants of all houses and lots, improved or unimproved lands affected thereby, that the following assessments have been completed and are lodged in the offices of the Board of Assessors for examination by all persons interested, viz.:

For paving Hammond-street from West-street to Thirteenth-avenue.

For paving Barclay-street from College-place to West-street with trap-block.

For building a sewer and receiving-basins in Fiftieth-street, between Fourth and Lexington avenues.

For building a sewer in Tenth-avenue, between Thirty-fourth and Thirty-fifth streets.

The limits embraced by such assessments include all the several houses and lots of ground, vacant lots, pieces and parcels of land, situated on both sides of Hammond-street, from West-street to Thirteenth-avenue.

Also, all the lots on both sides of Barclay-street and to the extent of half the block on each side of the streets intersecting Barclay-street from the east side of College-place to and including east side of West-street.

Also, all the lots on both sides of Fiftieth-street, from Fourth to Lexington avenues; also, the lot at the northeast corner, and the lot at the southwest corner of Fiftieth-street and Lexington-avenue.

Also, all the lots on both sides of Tenth-avenue, from Thirty-fourth to Thirty-fifth streets.

All persons whose interests are affected by the above-named assessments, and who are opposed to the same, or either of them, are requested to present their objections in writing to one of the undersigned, at their office, No. 37 Chambers-street, basement New Court-house, within thirty days from the date of this notice.

DANIEL E. DELAVAN,
MORGAN L. HARRIS,
DANIEL D. CONOVER,
Board of Assessors.

CORPORATION NOTICE.—PUBLIC NOTICE is hereby given that a sale of property, according to law, for unpaid taxes, for the years 1856, 1857 and 1858, together with the regular rents for Croton water, for the years 1855, 1856 and 1857, will take place at public auction, at the City Hall, in the City of New-York, on MONDAY, the 4th day of September, 1865, at 12 o'clock noon of that day, and to be continued from day to day, until the whole of said property shall be sold. The detailed statement of the property to be sold is published in the New-York *Daily Transcript*, a daily newspaper printed and published in the City of New-York. Copies can be had on application at the office of the New-York *Daily Transcript*, and at the Bureau of Arrears.—Department of Finance, Bureau of Arrears, New-York, May 26, 1865.
By order of the Comptroller.
JAMES J. GEMBLETON,
Acting Clerk of Arrears.

OFFICE OF CLERK OF THE BOARD OF COUNCILMEN,
No. 5 CITY HALL,
NEW-YORK, July 17, 1865.

ALL PARTIES OR PERSONS HAVING claims against the city, on account of expenses incurred in the celebration of the 4th day of July, 1865, are respectfully requested to present the same to the undersigned, on or before the 25th of July instant. By order of the Committee, OWEN CAVANAGH, Secretary,
Room No. 5 City Hall.

ARMY AND NAVY.

NOTICE.
OFFICERS' CLEARANCES PROMPTLY OBTAINED.
LIBERAL ADVANCES MADE.
LEFFERTS, HOFFMAN & CO.,
Times Building, No. 40 Park-row.

TO DISCHARGED SOLDIERS.
IMPORTANT.
Soldiers discharged upon partial descriptive lists, and receiving but a portion of their pay and bounty, should apply for the balance at the UNITED STATES ARMY AND CLAIM AGENCY, No. 64 Bleecker-st., corner of Crosby, New-York City.
N. B.—Applications can be made by letters.

LOST AND FOUND.

LOST—JULY 19, POLICE SHIELD NO. 1,693. THE finder will be suitably rewarded by leaving the same at First District Police Court, or with Inspector Carpenter, No. 300 Mulberry-st.
J. HODGSON.

DENTISTRY.

TEETH EXTRACTED POSITIVELY without pain by nitrous oxyde gas; teeth handsomely inserted on platina, gold or rubber; teeth durably plugged with gold, &c.; all operations warranted; charges moderate.
Dr. WAIT, No. 14 Bond-st.

FOR SALE.

P. C. BULKLEY, Auctioneer.

LARGE SALE OF VERY VALUABLE real estate at Rye, Westchester County, belonging to the Clark estate. P. C. BULKLEY, will sell in parcels on the premises, about one mile from the depot at Rye, on SATURDAY, July 29, at 2 o'clock P. M., about 100 acres of fine land belonging to the estate of the late Andrew Clark, extending from the turnpike road across the Milton road to Rye Beach, embracing the whole road front on the beach, and including the large house and grounds now occupied by Jasper E. Corning, Esq. This is believed to be the finest property ever offered for sale in the township. Its fertility, and the highly improved condition of the soil, the beauty of the many desirable building sites upon it, and its unrivaled advantages for boating, bathing and fishing, all render it very desirable to parties wishing to purchase elegant sites for country seats, and insure a rapid increase in the value of the property. A topographical map of the property can be seen at the office of the auctioneer, No. 43 Wall-st., and lithographs will be ready ten days before the sale. Persons wishing to attend the sale can leave the city on the 7, 9, or 11:30 A. M. trains, New-York and New-Haven Railroads.

FOR SALE—TEN ACRES OF VALUABLE LAND, beautifully located on the Shell road, leading from Astoria to Newtown, L. I.; is a desirable location for a residence. Also, four lots in the city of Brooklyn, E. D., situated on the southeast corner of 1st and 10th sts., and three lots on north 10th-st., near 1st-st. The above property is for sale cheap, and on easy terms. Inquire of S. D. CLARK, Greenpoint, Greenpoint-av.

R. S. LIVINGSTON OFFERS FOR SALE HIS COUNTRY SEAT (ALMONT)—Situated on the Hudson, between Barrytown and Tivoli. This property excels any in the State for grandeur of scenery and fine old shade trees. For particulars see New-York *Tribune*, or apply to J. NELSON LUCKEY, No. 243 Broadway.

ORANGE, N. J.—VILLAS, VILLA SITES AND farms, a great variety, beautifully situated, one hour from New-York, for sale low. Also, country seats and houses to let for the season or year, by HENRY B. BLACKWELL, No. 59 William-st., New-York, 9 to 11 A. M.; No. 49 Main-st., Orange, 1 to 5 P. M.

COTTAGE HOUSE FOR SALE—IN WESTchester County, near the Sound; bath, range, hot and cold water, grounds well fruited and laid out in flower and kitchen gardens, good stable, &c.; neighborhood superior; within half mile to two miles of railroad and steamboat stations. Address Box 3,866 Post-office.

FOR SALE—AT CHERRY HILL, HACKENsack, N. J., 11 miles by rail from foot of Chambers-street, several cottages, with about three acres of ground. Also, fine building sites; good society, schools, and a healthy location. Apply to P. E. ROBERT, No. 42 Barclay-st.

A DESIRABLE RESIDENCE, 12 ROOMS, neat outbuildings, 20 acres superior and highly cultivated land, finely fruited, shaded, &c.; beautifully located, 15 miles from city, Northern New-Jersey Railroad. For sale very cheap. W. P. SEYMOUR, No. 171 Broadway.

A FINE FOUR-STORY HIGH STOOP brown-stone house, 21x55, in perfect order, between 5th and 6th avs., Murray Hill, for sale very low; possession. W. P. SEYMOUR, No. 171 Broadway.

FOR SALE—A REAL GOOD HOME AT PORT Chester; house, garden, stable, fruit, shade, all right, for six thousand dollars. J. SMITH DODGE, No. 15 West 20th-st.

TO LET.

TO LET—WITH STEAM POWER—
5 large, light and airy floors.
3 100x25.
2 50x25.
Inquire at SPRINGMEYER BROS., 76th-st. and 3d-av., or No. 722 Broadway, New-York.

FIVE NEW STABLES (JUST FINISHING,) TO LET—In a good locality; room for from 3 to 6 horses each. Apply to J. S. WOODWARD, No. 90 Nassau-st.

TO LET—NO. 33 WEST 41TH-ST—FOUR-STORY house with 33 rooms; suitable for a boarding-house. Apply to F. E. WESTBROOK, No. 44 West 21st-st.

TO LEASE—PIER NO. 2 NORTH RIVER, FOR A term of years. Apply to SAMUEL KNOX, No. 69 Wall-st.

HOUSES & ROOMS WANTED.

ROOMS WANTED.—WANTED, BY A FAMIly of four persons, (no children,) the first or second floors of a house with all modern improvements, unfurnished and without board, from Nov. 1 to March 1. Location between Lexington and 5th avs., and 27th and 42d sts. Address H., Box No. 4,616 New-York Post-office.

BOARDING AND LODGING.

BOARDING.—FURNISHED ROOMS TO LET to gentlemen; the house and location most desirable. Apply at No. 186 2d-av., between 11th and 12th sts.

BOARD ON BROOKLYN HEIGHTS— Where but few boarders are taken. Apply at No. 101 Willow-st. References required.

COUNTRY BOARD.

SELECT FAMILY BOARD—CLAVERACK, N. Y., four miles from Hudson by cars, and connecting there with day and night boats and trains from New-York, and with Harlem Railroad from East. Plenty of well-furnished rooms. Assembly room 50 by 80 feet; yard of several acres, with shaded lawns and gravelled campus. No healthier location or more perfect country life. Finest rambles and excursions to Mountain House, Columbia Springs, Bash Bish, &c. Transient boarders received. Address Prof. S. T. FROST.

COUNTRY BOARD—TWO GOOD-SIZED rooms, with double beds, neatly furnished, can be procured for four adults, at the farm of the subscriber. Terms, $8 per week. The location of the house is very agreeable; plenty of shade; fine scenery; pure mountain air. Daily communication with New-York by steamboat. Address H. E., town of Esopus, Ulster Co., N. Y.

COUNTRY BOARD AT WATERLOO-PLACE.—This pleasant Summer location is situated on the South Shrewsbury River, in full view of the Atlantic Ocean, about three miles above the Highlands of Nevisink. Good sea or river bathing. Terms reasonable. Address S. S. WYCKOFF, Port Washington, Monmouth Co., N. J.

SUMMER RESORTS.

BRIGHTON HOUSE,
PERTH AMBOY, NEW-JERSEY,

THIS HOTEL presents advantages for the accommodation of families unsurpassed in the vicinity of New-York. It is situated on an eminence and commands an uninterrupted view of the surrounding country for a distance of 10 miles, and of the bay as far out as Sandy Hook. The air is salubrious, and parties can enjoy a cool breeze from the ocean the hottest day in Summer. The rooms are large and airy, grounds extensive and well shaded; good drives, ample stable accommodations; salt water bathing, boating and fishing; bowling and billiard saloons, together with all the appointments of a first-class house. It is distant from New-York 1½ hours by the New-Jersey and the Staten Island Railroads. It is accessible also by two lines of steamboats daily—the *Richard Stockton* at 6 A. M., and *Magenta* at 3 P. M. There are five trains before 9 A. M., by which business men may reach New-York. *No musquitoes.*
JOHN C. TULLY, Proprietor.

THE LA TOURETTE HOUSE, BERGEN POINT, N. J.—The most desirable watering-place in the vicinity of the metropolis. To parties whose pursuits call them daily to New-York, this house offers superior inducements for a Summer home. Commodious steamboats leave Pier No. 2 North River at 9:30 A. M., 1:15, 4:30, and 5 o'clock P. M.; from Dey-st. at 10:30 A. M. and 4:30 P. M. Trains on the New-Jersey Central Railroad, foot of Liberty-st., ten times a day. Time from New-York to Bergen Point, 35 minutes.
WESLEY W. HILL, Proprietor.

MOHEGAN HOUSE—LAKE MOHEGAN, Four miles from Peekskill; fourteen passenger trains per day. The above house is now open. Reference A. Allen, Esq., No. 43 Park-place, New-York. Address G. H. WINES, Box No. 223 Peekskill Post-office, Westchester County, N. Y.

THE PECONIC HOUSE, GREENPORT, L. I., will be open for the reception of Summer travelers and boarders June 1, 1865, under the direction of A. SMITH; good fishing, hunting, and bathing; also very fine drives.

HOTELS.

LANGHAM HOTEL, PORTLAND-PLACE.—This commodious hotel, the largest in London, is now open; it is situated on the most open and healthy site in the West End, with all modern improvements. Suites of apartments, salle à manger 100 by 40 feet, elegant ladies' room, a spacious sitting and writing room, etc. Within a short drive of all the railway termini. For terms to secure accommodation, address the manager.
C. SCHUMANN.

SITUATIONS WANTED.

FEMALES.

WANTED—LEGAL, REPORTORIAL, OR OTHer copying, by a young lady who has had considerable experience in this business. Address O., Box No. 6,707 New-York Post-office.

WANTED—BY A RESPECTABLE WIDOW, A situation as stewardess on any of the ocean steamers; European preferred; highly respectable references. Call or address Mrs. WILSON, No. 55 Ludlow-st., near Grand.

MALES.

WANTED—A GARDENER'S SITUATION, BY A single man, German, thoroughly conversant with all the various branches of his profession; several years' experience in this country; and will accept none but a first-class situation, where his abilities would be duly appreciated; best of references. Address H. L., care of Henderson & Fleming, No. 67 Nassau-st.

WANTED—A SITUATION BY A YOUNG SINgle man as coachman; no objection to country or city; has good references from his last place. Address JAMES, Box No. 200 *Times* Office.

WANTED—A SITUATION BY A SOBER YOUNG man, as coachman; understands the business in all its branches; no objection to the country or city. Address O. B., Box No. 210 *Times* Office.

WANTED—SITUATIONS BY A MAN AND wife, with one child; the man understands farming and the wife understands milk and butter. Address C, Box No. 215 *Times* Office.

HELP WANTED.

WANTED—AGENTS—$10 PER DAY—MALE OR female, to engage in a pleasant business at home. Only $2 to $5 capital required, and profits $3 to $10 per day. Address, sending two red stamps for particulars, R. WAYVELL, Post-Office, Box No. 4,781 Chicago.

WANTED IMMEDIATELY—A NUMBER of first-class wood workmen in a car factory, near this city. Apply to W. W. TAULMAN, 76 William-st.

WANTED—A YOUNG MAN WHO IS A GOOD writer, quick and correct at figures. Address, stating particulars, J. H., Box No. 2,095 Post-office.

SPINNERS WANTED—AT CATSKILL WOOLen Mill, Leeds, N. Y. First-class hands only. Apply at mill as above, or to SAMUEL HANNA, No. 30 Barclay-st., New-York.

AUCTION SALES.

UNITED STATES MARSHAL'S SALE.

By virtue of the authority vested in me by sundry writs of venditioni exponas, issued out of the United States District Court for the Northern District of Florida, I will offer for sale, in front of the Market-house, in the City of Jacksonville, at public outcry, on MONDAY, the seventh day of August next, the following property, to wit:

The east half of lot number five (5) in square number fifty-two, (52,) as the same is known and designated on the maps or plans of said City of Jacksonville, in the State of Florida—said property having been condemned under the Act of Congress approved August 6, 1861—late the estate of Reuben Cowart.

Also two lots or parcels of land, situate, lying and being in the County of Duval, in said State, the boundary line of which begins at a stake on the River St. Johns, in a line with lands of Elizabeth Hendricks, wife of Wm. J. Hendricks, on the south side of said river and nearly opposite to the City of Jacksonville, running from said stake south, ten degrees east along said Hendricks' line, crossing the creek to the opposite side of the same, to a corner; thence along the east bank of said creek, by the several courses of the same, in a northeasterly direction, and along the cove at the mouth of said creek to a corner on the bank of said river; and thence along the said river and across said cove to the place of beginning, containing four or five acres, more or less. Also that other lot of land adjacent to the foregoing and lying on the side of said river, nearly opposite the City of Jacksonville, in said State of Florida, the boundary line of which begins at a stake on the bank of said river a few rods west of a cove, and on the line dividing land of Floyd and the land of Wm. J. and Elizabeth A. Hendricks, and runs thence in a westerly course along said river about fourteen and fourteen-one-hundredths chains to a stake; thence north ten degrees west, fifteen and twenty-one-one-hundredths chains to a stake; thence south seventy-eight degrees east, fourteen and fourteen-one-hundredths chains, crossing a creek, to a stake; thence north ten degrees west, fifteen and twenty-one-one-hundredths chains to a stake; thence south seventy-eight degrees east, fourteen and fourteen-one-hundredths chains, crossing a creek, to a stake; thence south ten degrees east, crossing the same creek, fifteen and twenty-one-hundredths chains to the place of beginning, containing twenty acres more or less.

Also, all that tract of land in the County of Duval and State of Florida aforesaid, on the south side of the River St. Johns, known as a tract of land formerly owned by David Scurry, adjoining lands of Wm. J. Hendricks, Cowford tract, containing seventy acres, more or less; bounded on the north by said river, on the east by lands of Francis S. Hudnall, on the south by public lands and west by lands of Wm. J. Hendricks aforesaid. Also, lot number four, in square number two, in the City of Jacksonville, bounded on the north by Forsyth-st., on the east by lot number five, on the south by lot number one, all in the aforesaid square, and on the west by Newnan-st., condemned under the Act of July 17, 1862, late the estate of Theodore Hartridge.

Also, lot number two, in square number five, in the City of Jacksonville aforesaid, condemned under the Act of July 17, 1862, late the estate of Benjamin A. Putnam.

Also, all those lots or parcels of land, known and designated on the maps or plans of said City of Jacksonville, as lots number four and five, (4 and 5,) in square forty-seven, condemned under the Act of Congress, approved July 17, 1862, late the estate of Reuben Cowart.

Also, all that certain piece or parcel of land situate in said City of Jacksonville, in the County of Duval, and State of Florida, aforesaid, north of the Magnolia House, once owned by A. Coy; west by lands of one Dupray, being a corner lot, bounded on the west by Ocean-st., and north by the Jacksonville and Alligator's Plank-road.

Also, all that certain piece or parcel of land situate in the City of Jacksonville, aforesaid, known and described upon the plan or plat of said city, as water lot number thirty-three, (33,) measuring from east to west, one hundred and five feet, and embracing all the marginal depth from Bay-st. to the St. Johns River, condemned under the Act of Congress, approved July 17, 1862, late the estate of John W. Brady.

Also, all that certain piece or parcel of land situate, lying and being in the City of Jacksonville aforesaid, known as the east half of lot number five, in square number fifty-two, condemned under the Act of Congress approved Aug. 6, 1861, late the estate of Reuben Cowart.

Also, all that piece or parcel of land, situated in the County of Duval and State of Florida, adjoining the saw-mill lot owned by Fairbanks & Company, on the west and north, situated on the point of land near the junction of McCoy's Creek with the St. Johns River, adjoining the City of Jacksonville, in the County of Duval and State of Florida aforesaid, bounded as follows, to wit: Beginning on the bank of said river, at low water mark, at the southwest corner of the saw-mill lot aforesaid; running thence along the shore of said river, about four chains, to a point due south from a squared piece stake on the bank thereof; thence, north to said post or stake, continuing the same course along a line of marked trees, about eight chains and fifty links, to the edge of the marsh of McCoy's Creek to an oak, marked; thence on the same course, through the marsh, to McCoy's Creek; thence, down the same to the line between the lands of J. Winter and T. O. Holmes, or Reed & Holmes, about two hundred and sixty-five feet, to the north line of the aforesaid mill lot; thence, westerly along said north line, about two hundred feet, to the northwest corner thereof; thence south, along the west line of said mill lot to the place of beginning, containing three acres and forty-four one-hundredths.

Also, all that certain piece or parcel of land situated in the County of Duval, on the north side of the River St. Johns, near the mouth of McCoy's Creek, bounded northerly by line of Saw Mill lot, on the southeast by the River St. Johns, and extending two hundred feet on said river, and one hundred feet in depth back from the river, and known as the Florida Mill property.

Also, all that lot of land situated in the county aforesaid, above the Town of Jacksonville, on the St. Johns River, near the mouth of McCoy's Creek, bounded southerly by the River St. Johns, westwardly by a lot conveyed by T. O. Holmes to Charles Willey, Trustee, &c., and by said Charles Willey, Trustee, &c., and J. Thompson and wife to Burr, Ambler, Bronson and Fairbanks, thence eastwardly along the paling fence, north by a continuation of the northerly line of said lot conveyed to said Willey, being about one hundred feet on said river, and one hundred feet deep. Also, the small gore of land in the rear of said lot above described and bounded as follows, to wit: Eastwardly by a continuation of the easterly line of said above-described lot, until said line strikes the easterly line of Mr. Winter's land, thence westwardly by said Winter's estate line, and southerly by said lot lastly hereinbefore described, together with all the rights of way.

Also, all the following described lots situate in the county aforesaid, being certain timber lands which were entered or purchased by the firm of George Burr & Co., or by their successors, Fairbanks & Co., to wit: The southwest quarter and south half of the southeast quarter, and the northeast quarter of the southeast quarter of section twenty-nine, township four south, of range twenty-five east, containing two hundred and eighty-five eighty-one one-hundred acres, more or less. Also, the southwest quarter of the southwest quarter of section twenty-eight, township four, range twenty-five, south and east, containing forty and forty-two one-hundred acres. Also, the northeast quarter of the southeast quarter of section thirty-three, township four, and range twenty-five, south and east, containing forty and seventy-five one-hundred acres. Also, the southeast quarter of the southwest quarter of section nine, township five, of range twenty-five, south and east, containing forty acres. Also, the north half of section twenty-nine, township four, of range twenty-five, south and east, containing three hundred and twenty-six and sixty-four one-hundred acres, condemned under the act of Congress, approved July 17, 1862, late the estate of George E. and Samuel Fairbanks.

Also, all that certain tract of land situate, lying and being in the County of Duval and State of Florida, being a grant by the Spanish Government to one John Broward, on Aug. 24, 1816, containing sixteen thousand acres, more or less, situate in township one, (1,) range twenty-six north and east, and township one, (1,) range twenty-seven south and east. Also, all the right title and interest of John Broward in and to that tract of land situate in the county and State aforesaid, known by the name of Cedar Point, and granted heretofore by the Spanish Government to one William Fitzpatrick, deceased, containing five hundred acres, more or less, and situated on the inland passage between the Rivers Nassau and St. Johns. Also, the water lot number seven, containing one hundred and five (105) feet square, as the same is known and described on the map of the plan and plats of the City of Jacksonville, in the County of Duval and State of Florida, condemned under the Act of Congress approved Aug. 6, 1861, late the estate of John Broward.

Also, all that certain piece or parcel of land situate, lying and being in the City of Jacksonville, known on the plan or plat of said city as water lot number ten, in the said City of Jacksonville, condemned under the Act of Congress approved Aug. 6, 1861, late the estate of William Ledwith.

Also, all that certain lot of land situate, lying and being in the City of Jacksonville, County of Duval, State of Florida, known and designated on the plans or plats of said City of Jacksonville, as water lot number seventeen (17,) condemned under the Act of Congress approved Aug. 6, 1861, late the estate of Arthur M. Reed.

Also, all that certain piece or parcel of land situate, lying and being in the City of Jacksonville, County of Duval and State of Florida, known and designated upon the plan or plat of said city as water lot number twenty-two, condemned under the Act of Congress approved Aug. 6, 1861, late the estate of Thomas A. Holmes.

Also, that certain piece or parcel of land situate, lying and being in the City of Jacksonville, known on the plan or plat of said city, as lot number one, in square number thirty-four, condemned under the Act of Congress, approved July 17, 1862, late the estate of Columbus and Merrietta Drew.

Also, all those certain pieces or parcels of land situate, lying and being in the City of Jacksonville, known upon the plan or plat of said city as water lots numbers fourteen and fifteen, and east half of lot number two (2) in square number ten, (10,) condemned under the Act of Congress, approved July 17, 1862, late the estate of Antonio A. Canova.

Also, all that certain piece or pacrel of land situate, lying and being in the City of Jacksonville, known and designated upon the plan or plat of said city as lot number three, (3,) in square number four, (4,) condemned under the Act of Congress, approved July 17, 1862, late the estate of John M. Pons.

Also, all that certain piece or parcel of land situate, lying and being in the City of Jacksonville, known and designated upon the plan or plat of said city as lot number one, in square number twenty-two, condemned under the Act of Congress, approved July 17, 1862, late the estate of Michael and Mary S. Hearn.

Also, all that certain piece or parcel of land situate, lying and being in the City of Jacksonville, known upon the plan or plat of said city, as lots one and four, in square number six; also water lot number nine; condemned under the Act of Congress, approved July 17, 1862; late of the estate of Theodore Hartridge.

Also, all that certain piece or parcel of land situate, lying and being in the City of Jacksonville, County of Duval and State of Florida, known as a part of lot number four, (4,) in square number ten, (10,) the boundary of which, commencing at the corner of lots numbers four and five, on Forsyth-street, runs south on said line forty-five feet; thence west twenty feet; thence north forty-five feet to Forsyth-street; thence east on said street to the place of beginning; condemned under the Act of Congress approved Aug. 6, 1861; late of the estate of Theodore Hartridge.

Also, all that certain piece or parcel of land situate, lying and being in Duval County, State of Florida, bounded and described as follows, to wit.: Beginning at the mouth of Hogan's Creek, on the St. Johns River, running thence up said creek twenty chains, thence eastwardly twenty chains, thence southerly twenty chains, to the St. Johns River, and thence along the bank of said river to the mouth of said creek, on which is situated the "Eagle Mills,"—condemned under the Act of Congress approved Aug. 6, 1861—late the estate of Joseph Finegan.

Also, all that certain piece or parcel of land situate, lying and being in the City of Jacksonville, County of Duval, and State of Florida, known and described as follows, to wit.: The west part of water lot number twenty-three, (23,) fronting seventy-five feet on Bay-street, and extending back to the River St. Johns,—condemned under the Act of Congress approved Aug. 6, 1861,—late the estate of Cyrus Bisbee and Antonio A. Canova.

Also, all that piece or parcel of land situate, lying and being in Duval County, State of Florida, described as follows, to-wit: called "Ortega" on the St. Johns River, late the residence and belonging to H. R. Sadler, deceased, on both sides of McGirth's Creek in said county, being a Spanish grant to John H. McIntosh, Senior, date February 27, 1804, containing four thousand acres, more or less. Also, all those certain lots, pieces or parcels of land, situate, lying and being in the City of Jacksonville, County of Duval and State of Florida, described as follows, to-wit: Lot number one (1) and the west half of lot number two (2) in square number eleven (11) as the same are known and distinguished on the grounds, plans or plats of said city, condemned under the Act of Congress approved Aug. 6, 1861, late the estate of John T. and Marion H. Sanderson.

JOSEPH REMINGTON,
U. S. Marshal, Northern District of Florida.

MACHINERY.

FOR SALE—AN UPRIGHT OSCILLATING ENgine, built at the Allaire Works, of about one hundred horse power. Address J. H. ST., Box No. 1,365.

AUCTION SALES.

J. H. DRAPER, Auctioneer.

UNITED STATES COTTON SALE.

JOHN H. DRAPER & CO.

will sell on WEDNESDAY, July 26, 1865, at 1 o'clock P. M., at the Exchange Salesroom, No. 111 Broadway, by order of Simeon Draper, U. S. Cotton Agent,

ABOUT 2,000 BALES NEW-ORLEANS AND NORTH CAROLINA COTTON.

The above cotton has been sampled and classed by G. W. Amory, and may be seen by sample at the office of the auctioneers, two days before, and in bale at stores Nos. 54, 56 and 58 Atlantic Dock, Brooklyn, and 15 State-st., New-York.

SALE OF HARNESS AND SADDLES.

CHIEF QUARTERMASTER'S OFFICE,
DEPOT OF WASHINGTON,
WASHINGTON, D. C., July 7, 1865.

There is on hand at this depot, for sale, about 18,000 of United States harness, consisting of

143 single sets of lead horse harness,
1,144 single sets of wheel horse harness,
9,360 single sets of lead mule harness,
5,411 single sets of wheel mule harness,
500 single sets of lead horse ambulance harne
1,427 single sets of wheel-horse ambulance harness

This harness has been used in the public service, is still servicable for road and farming purposes.

Sealed proposals are invited for its purchase, in lots o 100 sets and upwards.

Proposals must plainly state what kind of harness is bid for, whether wheel or lead, mule and horse; and for ambulance harness, whether wheel or load.

Proposals are also invited for the purchase of several thousand worn saddles of various patterns, in lots of 100 and upward. Samples of harness and saddles can be seen at the Government Mill, in this city, on application to Col. Charles H. Tompkins, Assistant Quartermaster, corner 22d and G sts.

Proposals for the purchase of this harness, &c., will be received at this office until 12 M. TUESDAY, Aug. 1, 1865, and should be indorsed, "Proposals for the Purchase of Harness," &c.

Payment, in government funds, must be made upon the acceptance of the proposal and prior to the delivery of the harness, &c.

The undersigned reserves the right to reject all proposals which may be considered too low.

The sale of harness at public auction, advertised June 17, is discontinued.

The sale of wagons and mules is still going on, from day to day. Purchasers are invited to attend.

D. H. RUCKER,
Brevet Major-Gen. and Quartermaster.

SPECIAL SALE SERVICEABLE MULES.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., June 16, 1865.

By order of the Quartermaster-General, there will be sold at public auction, under the direction of Capt. L. Lowry Moore, A. Q. M., to the highest bidder, at the time and place named below, viz:

NEW-YORK CITY, WEDNESDAY, June 28, 1865.
NEW-YORK CITY, WEDNESDAY, July 5, 1865.
NEW-YORK CITY, WEDNESDAY, July 12, 1865.
NEW-YORK CITY, WEDNESDAY, July 19, 1865.
NEW-YORK CITY, WEDNESDAY, July 26, 1865.
TWO HUNDRED SERVICEABLE MULES EACH DAY.

Many of them were bought in the beginning of the war as young mules, accompanied the armies in all their marches and camps, and are thoroughly broken, hardened by exercise, gentle and familiar from being so long surrounded by the soldiers.

Though sound and serviceable, they are no longer required in the army, and can be purchased at these sales at far less than their true value. The attention of brick merchants and farmers is especially invited.

Mules sold singly. Sale to commence at 10 A. M., and will be held at the Government Stables, corner 10th-av and 33d-st.

Terms—Cash in United States currency.

JAMES A. EKIN,
Brevet Brigadier-General, in charge,
First Division, Q. M. G. O.

SPECIAL SALE OF SERVICEABLE DRAFT HORSES.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., June 26, 1865.

By order of the Quartermaster-General, there will be sold, at public auction, during the month of July, 1865, at the times and places named below, viz.:

GIESBORO, D. C., MONDAY and SATURDAY of each week.
NEW-YORK CITY, THURSDAY, July 6.
NEW-YORK CITY, FRIDAY, July 7, and on TUESDAY and FRIDAY of each week thereafter, at the Government Stables, corner 10th-av. and 35th-st.
PHILADELPHIA, Penn., THURSDAY of each week
BALTIMORE, Md., WEDNESDAY, July 12.
BALTIMORE, Md., WEDNESDAY, July 26.
JOHNSTOWN, Penn., WEDNESDAY, July 5.
ELMIRA, N. Y., FRIDAY, July 14.
LANCASTER, Penn., FRIDAY, July 28.
Two hundred SERVICEABLE DRAFT HORSES each day.

An opportunity to purchase a superior class of draft horses, at far less than their true value, is now offered to the public. The animals, though sound and serviceable, are no longer required in the army, and must be sold. The attention of managers of city railroads and manufactories is especially called to these sales.

Horses sold singly. Sales to commence at 10 A. M.

Terms cash, in United States currency.

JAMES A. EKIN, Brevet Brig.-Gen.
In charge 1st Div. Q. M. G. O.

DANIEL H. BURDETT, Auctioneer.

U. S. GOVERNMENT VESSELS AT AUCTION.

BURDETT, JONES & CO.
Will sell on
FRIDAY, AUG. 4, 1865,
AT 12 O'CLOCK NOON,
AT THE NAVY-YARD, BROOKLYN,
(By order of the Navy Department,)
THE FOLLOWING-NAMED VESSELS:

PRIZE SCHOONER SAVANNAH—56 feet long; breadth 17 ft. 3 in.; depth, 6 ft. 7 in.

SIDE-WHEEL STEAMER FORT HENRY—151 ft. 4 in. long; breadth, 32 ft.; depth, 11 ft. 8 in.; diameter cylinder, 38 in.; 10 ft. stroke.

SCREW STEAMER VALLEY CITY—133 ft. long; 22 ft. 5 in. beam; depth, 7 ft. 5 in.; cylinder, 24 in.; 24 in. stroke.

SCREW STEAMER HONEYSUCKLE—Length, 121 ft. 6 in.; breadth, 21 ft. 8 in.; depth, 9 ft. 7 in.; cylinder, 30 in.; 30 in. stroke.

SCREW STEAMER R. R. CUYLER—Length, 233 ft. 6 in.; breadth, 34 ft. 6 in.; depth, 15 ft. 9 in.; between decks, 7 ft. 6 in.; cylinder, 72 in.; 4 ft. stroke.

CENTRE BOARD SCHOONER ORVETTA—Length, 95 ft.; breadth, 27 ft. 2 in.; depth, 7 ft. 5 in.

CENTRE BOARD SCHOONER SARAH BROWN—Length, 105 ft. 6 in.; breadth, 26 ft. 7 in.; depth, 9 ft. 1 in.

CENTRE BOARD SCHOONER SAMUEL ROTAN—Length, 109 ft.; breadth, 28 ft. 3 in.; depth, 7 ft. 7 in.

TERMS.—Twenty per cent. on the day of sale; the balance within six days, when the vessels must be removed from the yard.

C. H. BELL, Commandant.

EXECUTORS' SALE.—THE LARGE AND elegant Summer hotel, widely and favorably known as the

HEATH HOUSE,

at Schooley's Mountain Spring, Morris County, N. J., is now offered for sale, to close the estate of its late owner,

EPHRAIM MARSH, DECEASED.

This establishment is one of the most convenient and complete in all its arrangements to be found; is thoroughly furnished and in excellent order and repair. It will accommodate between 300 and 400 persons; has connected with it a pleasant cottage with nine rooms, a fine billiard-room, ten-pin alleys; also large stables and carriage sheds, besides 30 acres of good land, including a splendid lawn of nearly 20 acres, filled with magnificent shade trees.

This has long been and continues to be one of the most successful and popular of Summer hotels.

It is scarcely four hours' ride from New-York, via Morris and Essex Railroad, and within a year, by the extension of the same railroad to Easton, will be brought within five hours' ride of Philadelphia; and now has telegraphic communication with all parts of the country.

Gentlemen who desire a healthy and delightful Summer retreat, within easy access of the cities, for themselves and families, might do well to form an association or company and secure the control of this elegant establishment.

Terms easy. For particulars address

WM. W. MARSH, Schooley's Mountain, N. J.

WM. W. MARSH,
JOHN MARSH,
THEO. LITTLE,
} Executors.

EXECUTOR'S SALE OF COUNTRY RESIDENCE AND DAIRY FARM.—On the 26th day of July, 1865, at 1 o'clock P. M., at the American Hotel, in the village of Potsdam, St. Lawrence County, N. Y., will be sold to the highest bidder, the farm and residence of the late Hon. Zenas Clark, situate one mile from the village and railroad depot of Potsdam; and the stock, tools, and an undivided half of the crops thereon—308 acres of (mostly) excellent land, in a good state of cultivation; mansion-house, out-buildings, farm-house, barns, stables, small sugar and apple orchards; complete sugaring, farming and dairy apparatus and tools; 31 cows, some young cattle, &c.

Also, at the same time and place, another dairy farm near the above, of 100 acres, 10 cows, some young cattle, farm-house, outbuildings, sugar orchard, tools, &c., complete, and an undivided half of the crops.

For cash or on credit. Required to be sold by terms of will.

Present tenant of each farm competent; has entire charge; will remain if desired.

S. B. GORDON, Executor, Potsdam, N. Y.

STEAMBOATS.

STATEN ISLAND FERRY FOR NEW-BRIGHTON, Snug Harbor, Factoryville, Port Richmond, Elm Park.—Boats leave Pier No. 19, North River, between Cortlandt and Dey sts., at 7, 9, 10:30 A. M.; 12:30, 2, 4, 5, 7 P. M. On Sundays—9, 10:30, 12 M.; 1:30, 3, 4:30, 6:30, 7:30 P. M.

MORNING LINE FOR PEEKSKILL.—The NORWALK leaves the foot of Harrison-st. daily (without exception) at 8 A. M., lands at 30th-st., for Yonkers, Hastings, Dobb's Ferry, Tarrytown, Nyack, Sing Sing, Haverstraw, Grassy Point and Verplanck's.

FOR BRIDGEPORT.—THE ENTIRELY NEW and magnificent steamer NEVERSINK, leaves Peck-slip at 12 o'clock, noon, THIS DAY, and daily hereafter, connecting with all the usual trains.

FOR HUDSON, CATSKILL, BRISTOL AND WEST CAMP.—Steamers leave foot of Harrison-st. daily, (Sundays excepted,) at 6 o'clock P. M.

REYNOLDS TURBINE

WATER WHEELS

These celebrated water-saving and powerful wheels, of every capacity, promptly furnished for milling, manufacturing, mining, boring, pumping, &c., &c. A large assortment in stock. Wheels and machinery constructed for mule carriage into the mountains. Streams gauged and plans made. TALLCOT & UNDERHILL, Hydraulic Engineers, No. 170 Broadway, New-York.

THE AMERICAN PHOTOTYPE COMPANY, No. 2 Leroy-place and No. 53 Prince-st., prints under contract, to the order of the Office of Internal Revenue, all kinds of stamped blank forms for checks, check-books, bills of exchange, drafts, promissory notes, bills of lading, bills of sale, certificates, brokers' notes, original process, passage tickets, pawner's checks, powers of attorney, proxies, protests, warehouse receipts, weighers' returns, satisfactions of judgments, Sheriffs' returns and receipts for money or property, &c.

WM. P. COE, Treasurer,
No. 87 Cedar-st.,

will receive orders from parties desiring stamped blanks of any kind, and have them executed by the company, under the supervision of the Stamp Agent of the United States Treasury Department.

SHIPPING.

NATIONAL STEAM NAVIGATION CO.

(Limited.)
NEW-YORK TO LIVERPOOL,
Calling at Queenstown to land passengers.

Ship.	Tons.	Commander.
QUEEN—building	3,412	....
ENGLAND—building	3,430	....
SCOTLAND—building	3,430	....
ERIN	3,310	Grace.
HELVETIA	3,315	Prowse.
PENNSYLVANIA	2,872	Grogan.
VIRGINIA	2,876	Lewis.
LOUISIANA	2,166	Asplitt.

Leaving Pier No. 47, North River, as follows:

PENNSYLVANIA.......SATURDAY, July 22
HELVETIA.......SATURDAY, July 29
SCOTLAND.......SATURDAY, Aug. 5
AND EVERY SATURDAY THEREAFTER.

The Cabin accommodations on board these steamers are unsurpassed, and the rates lower than by any other line.

Cabin passage, $90; Steerage, $30—payable in currency.

The owners of these vessels will not be accountable for specie or valuables unless Bills of Lading, having their value expressed therein, are signed therefor.

For freight or cabin passage, apply to
WILLIAMS & GUION, No. 71 Wall-st.
For steerage passage, apply to
WILLIAMS & GUION, 29 Broadway, N. Y.

ONLY DIRECT LINE TO FRANCE.

THE GENERAL TRANSATLANTIC COMPANY'S NEW LINE OF FIRST-CLASS MAIL STEAMSHIPS BETWEEN NEW-YORK AND HAVRE, CALLING AT BREST.

The first splendid vessels on this favorite route for the continent are the following:

WASHINGTON	3,204 tons	900-horse power
LAFAYETTE	3,204 tons	900-horse power
EUROPE	3,204 tons	900-horse power
NAPOLEON III	(Nearly ready)	1,100-horse power
ST. LAURENT	(Building)	Great power.
PEREIRE	(Building)	Great power.
VILLE DE PARIS	(Building)	Great power.

DEPARTURES FROM NEW-YORK.

EUROPE.......FRIDAY.......July 21
LAFAYETTE.......FRIDAY.......Aug. 18

PRICE OF PASSAGE IN GOLD.

First cabin, $135; second cabin, $80, including table wine for either class.

Passengers intending to land at Brest will be furnished here with railroad coupon tickets, and their baggage checked to Paris, at an additional charge of $5 for first and $3 for second class.

Medical attendance free of charge.

For further information apply to
GEO. MACKENZIE, Agent.
No. 7 Broadway, New-York.
At Paris, 12 Boulevard des Capucines, (Grand Hotel.)
At Havre. WM. ISELIN & CO.

THE BRITISH AND NORTH AMERICAN ROYAL MAIL STEAMSHIPS.

BETWEEN NEW-YORK AND LIVERPOOL, CALLING AT CORK HARBOR.
AND
BETWEEN BOSTON AND LIVERPOOL, CALLING AT HALIFAX AND CORK HARBOR.

PERSIA leaves New-York Wednesday, July 26.
AFRICA leaves Boston Wednesday, August 2.
SCOTIA leaves New-York Wednesday, August 9.
ASIA leaves Boston Wednesday, August 16.
CUBA leaves New-York Wednesday, August 23.
CHINA leaves Boston Wednesday, August 30.

FROM NEW-YORK TO LIVERPOOL.
Chief Cabin Passage.......$132 00
Second Cabin Passage.......80 00
FROM BOSTON TO LIVERPOOL.
Chief Cabin Passage.......$112 00
Second Cabin Passage.......65 00

payable in gold, or its equivalent in United States currency.

Berths not secured until paid for.

An experienced surgeon on board.

The owners of these ships will not be accountable for Specie or Valuables unless bills of lading, having the value expressed, are signed therefor.

For freight or passage, apply to
E. CUNARD, No. 4 Bowling-green.

STEAM TO LIVERPOOL—CALLING AT Queenstown. The Inman Line, sailing semi-weekly, carrying the United States Mails.

GLASGOW.......WEDNESDAY.......July 26
CITY OF WASHINGTON.......SATURDAY.......July 29
CITY OF MANCHESTER.......WEDNESDAY.......Aug. 2
CITY OF LONDON.......SATURDAY.......Aug. 5

at noon, from Pier No. 44 North River.

RATES OF PASSAGE.

First Cabin.......$90 | Steerage.......$30
First Cabin to London.......95 | Steerage to London.......33
First Cabin to Paris.......105 | Steerage to Paris.......40

Passengers also forwarded to Havre, Hamburg, Bremen, &c., at moderate rates.

Passage by the mail steamers, sailing every Saturday, payable in gold. Passage by the mid-week steamers payable in United States currency.

Steerage passage from Liverpool or Queenstown, $30 gold, or the equivalent. Tickets can be bought here by persons sending for their friends.

For further information apply at the Company's Offices.
JOHN G. DALE, Agent, No. 15 Broadway, New-York.

UNITED STATES MAIL LINE FOR CALIFORNIA.

VIA ISTHMUS OF PANAMA.

Lower Passage Rates commencing July 1, 1865.

THE ATLANTIC MAIL STEAMSHIP CO., will despatch steamers semi-monthly, at noon, from the Company's new and commodious Pier, No. 43 North River, foot of Canal-st.

DEPARTURES.

Aug. 1—OCEAN QUEEN, SLOCUM, (connecting at Panama with Golden City.)
Aug. 16—COSTA RICA, TINKLEPAUGH, (connecting at Panama with Constitution.)

For freight or passage apply to
D. B. ALLEN, No. 5 Bowling-green.

ROYAL MAIL STEAMSHIP PERSIA—FOR LIVERPOOL—The PERSIA, LOTT, Commander, will sail from the Company's Dock, at Jersey City, with the mails and passengers for Europe, on WEDNESDAY, the 26th instant.

Passengers are requested to be on board by 8 o'clock A. M.

The SCOTIA will sail on the 9th of August.
E. CUNARD, No. 4 Bowling-green.

NEW-ORLEANS DIRECT.

The New-York Mail Steamship Company's steamship MISSISSIPPI, KENNEDY, Commander, will sail as above on TUESDAY, July 25, at 3 P. M., from Pier No. 46, North River. For freight or passage apply to
JAMES A. RAYNOR, No. 10 Barclay-st.
The MONTEREY will follow on Saturday, July 29.

FOR SAVANNAH—DIRECT.

FREIGHTS GREATLY REDUCED.
PIONEER LINE.
The new and first-class steamship
ZODIAC,
E. M. BUCKLEY, Commander,
will sail as above, at 3 P. M., from Pier No. 11, North River, on THURSDAY, July 27.

For freight or passage, at as low rates as any other line, apply to LEWIS L. JONES, No. 17 Broadway.
Agents in Savannah, HUNTER & GAMMELL.

FOR NORFOLK, CITY POINT AND RICHMOND.

REGULAR SEMI-WEEKLY UNITED STATES MAIL LINE.

Pier No. 21 North River, foot of Fulton-st.,

The steamship YAZOO, Capt. COUCH, leaves every Saturday, at 12 o'clock M.

The steamship CREOLE, Capt THOMPSON, leaves every Wednesday, at 12 o'clock M.

Excursion tickets issued at reduced rates.

The passenger accommodations on board the steamships are unsurpassed.

For freight or passage apply to
G. HEINEKEN & PALMORE, No. 115 Broadway.

FOR HAVANA DIRECT.

The United States Mail side-wheel steamship COLUMBIA, D. B. BARTON, Commander, will leave Pier No. 4, North River, on THURSDAY, July 27, at 3 o'clock P. M., precisely, for Havana.

For freight or passage apply to
SPOFFORD, TILESTON & CO.,
No. 29 Broadway.

The favorite steamer EAGLE will succeed the COLUMBIA, and leave on Aug. 10.

FOR WILMINGTON, N. C.

ATLANTIC COAST MAIL STEAMSHIP COMPANY.
Regular weekly United States Mail Line.
EUTERPE, ELDRIDGE, Commander.
ARIADNE, CRAREY, Commander.

The new and elegant A 1 steamship EUTERPE will leave pier No. 36 North River on SATURDAY, July 29, at 3 P. M. For freight or passage, having superior accommodations, apply to
LIVINGSTON, FOX & CO., No. 141 Broadway.

FOR NEW-ORLEANS DIRECT.

The U. S. mail steamship GEO CROMWELL, Capt. E. E. VAILL, will leave Pier No. 9 North River, on SATURDAY, July 29, at 3 P. M. Passage, with unsurpassed accommodations, $60. Apply to
H. B. CROMWELL & CO., No. 86 West-st.
The GEORGE WASHINGTON follows SATURDAY, Aug. 5.

FOR NEW-ORLEANS DIRECT.

ATLANTIC COAST MAIL STEAMSHIP COMPANY.

The new and elegant steamship ATLANTA, A. K. WILLIAMS, Commander, will leave Pier No. 36, North River, on TUESDAY, 25th July, at 3 P. M. For freight or passage, having superior accommodations, apply to
LIVINGSTON, FOX & CO. No. 141 Broadway.
The VICTOR will succeed the Atlanta.
Agents at New-Orleans, JAMES CONNOLY & CO.

HAVANA, SISAL AND VERA CRUZ.

The American and Mexican Mail Steamship Company will dispatch their new and elegant side-wheel steamers for the above ports on the 1st and 15th of each month. For freight or passage, apply to CHAS. A. WHITNEY, No. 26 Broadway.

ANCHOR LINE—STEAM TO GLASGOW, LIVerpool, and the Irish ports.

CALEDONIA.......SATURDAY, July 29.
HIBERNIA.......SATURDAY, Aug. 12.

Cabins, $90, $80 and $70; steerage, $30, in currency.
F. MACDONALD & CO., No. 6 Bowling-green.

STEAMBOATS.

PLEASURE TRAVEL TO CATSKILL Mountain House, Lebanon Springs, Saratoga, Lake Champlain, Montreal, Quebec, and all points North and West, via Hudson River. Day boats for Albany, landing at Yonkers, Cozzen's Hotel Dock, West Point, Newburgh, Poughkeepsie, Rhinebeck, Catskill and Hudson. Steamboat C. VIBBARD, Capt. D. H. HITCHCOCK, TUESDAYS, THURSDAYS and SATURDAYS; and the DANIEL DREW the alternate mornings, at 7:45 A. M., from pier foot of Desbrosses-st., touching at 30th-st. pier, to receive passengers, at 8. Tickets sold on board and baggage checked for the West and North, making close and sure connections with the New-York Central and Northern Railroads. Baggage transferred without charge.

DAILY, FOR HARTFORD, SPRINGFIELD, Greenfield, Northampton, and other points, byrail, North, East and West of Hartford, and landing on the Connecticut River, steamers CITY OF HARTFORD and GRANITE STATE, from Peck Slip, New-York, at 4 P. M. First class fare, $2; second class, $1 50. These boats have first-class stateroom accommodations. For further information, inquire of SAXTON & SEABURY, No. 112 South-st., N. Y. D. A. MILLS, Agt, Hartford and New-York Steamboat Company.

FOR RONDOUT AND KINGSTON, LANDing at Cozzens, Cornwall, Newburgh, Marlborough, Milton, Poughkeepsie, West Park and Esopus, connecting with the Delhi and Ellenville stages. The new and elegant steamers JAMES W. BALDWIN, Capt. JACOB H. TREMPER, MONDAYS, WEDNESDAYS and FRIDAYS; THOMAS CORNELL, Capt. DAVID ABBEY, JR., TUESDAYS, THURSDAYS and SATURDAYS; leaving New-York, foot of Jay-st., at 4 o'clock P. M.

FOR CATSKILL AND CATSKILL MOUNTAIN HOUSE—Steamer THOMAS POWELL leaves New-York for Catskill, from foot of Franklin-st., Tuesdays and Thursdays of each week, 5 P. M.; Saturdays, 2 P. M., landing Saturdays at West Camp and Malden, connecting with stages from Catskill to Mountain House, Delhi and Gilboa. Leaves Catskill for New-York Mondays, Wednesdays and Fridays at 6 P. M.

FOR NEW-HAVEN, HARTFORD AND WHITE MOUNTAINS—Steamers leave Peck-slip for New-Haven at 3:15 and 11 P. M., connecting with railroad.

PROPOSALS.

ARMY SUPPLIES.

OFFICE OF
ASSISTANT-COMMISSARY GENERAL OF SUBSISTENCE,
No. 4 STATE-ST., NEW-YORK, July 21, 1865.

Sealed proposals, (in duplicate,) will be received by the undersigned until 4 o'clock P. M., on MONDAY, the 24th inst., for supplying, for the use of the United States Army, SUBSISTENCE STORES, to be delivered in New-York or Brooklyn, as follows, viz.:

3,000 barrels NEW MESS, or EXTRA MESS BEEF, in full-hooped oak barrels with two iron hoops; bidders will state the brands, and will exhibit samples when practicable.

The Beef to be received at such inspection yards as shall be agreed to by the undersigned.

1,250 pounds of first quality smoked BEEF TONGUES.

3,000 barrels first quality kiln-dried CORN-MEAL, one-fourth white, and three-fourths yellow; sample of package to accompany proposals.

164,000 pounds first quality white flint corn HOMINY, size Nos. 3 and 4, in well-coopered, head-lined flour barrels.

500,000 pounds of clean, dry BROWN SUGAR.

Bidders are requested to name prices for furnishing it in either of the following styles:

1st. In original packages.

2d. In barrels: to be new and of the best in use for the purpose, and be full head-lined.

Bids may be made in bond or duty paid.

35,000 GALLONS of the best quality of PURE VINEGAR, made only from Cider or Whisky, free from all foreign acids and injurious substances, and of a uniform strength; the Whisky Vinegar taking thirty-five grains bi-carbonate of potash to neutralize one ounce Troy; the Cider Vinegar as near the same strength as may be; to be put up in half barrels of 22 gallons capacity, like sample at this office. Each proposal must state distinctly the kind and quality of Vinegar offered, and the kind of package.

100,000 pounds good hard SOAP, to be made by boiling and only from good materials, free from clay, soluble glass or other adulteration, to have no unpleasant odor, to contain not more than twenty-five per cent. of water, and to be well dried before being packed.

The goods are to be furnished as soon as practicable; bidders are requested to state the time when they can deliver.

Separate proposals, *in duplicate*, must be made for each article enumerated, and bidders may propose for the whole or any part of each.

Samples of all the articles must be delivered with the proposals, and referred to therein.

A printed copy of this advertisement must be attached to each proposal, and the proposals must be specific in complying precisely with all the terms. Each bid, to have consideration, must contain the written guarantee of two responsible names, as follows:

"We, the undersigned, hereby guarantee that should all or any part of the above bid be accepted it shall be duly fulfilled according to its true purport and conditions; also, that a written contract, with bonds to the amount of one-fourth of the value of the stores proposed to be furnished, shall be executed, if required."

The seller's name, place of business, and the date of purchase, as well as the name of contents, with weight, gross and tare, and shipping marks to be hereafter designated, must be plainly marked on every package. All other old marks must be obliterated. All boxes to be strapped with green hickory straps.

Certificates of inspection by professional packers or inspectors, *other than the party furnishing the provisions*, will be required for the meat, certifying on the part of the seller their present quality and condition, and the immediately preceding inspection. The meat will also be examined and passed upon by Robert P. Getty, inspector on the part of the United States.

All the stores will be carefully inspected before their delivery, and compared with the retained samples. Returns of weights, signed by a professional public weigher, must be furnished.

Payment to be made in such funds as may be furnished for the purpose.

Contractors are expected to hold their goods without expense to the United States until required for shipment.

Blanks for Proposals will be furnished at this office, which must be inclosed in an envelope addressed to the undersigned, and indorsed, "Proposals for Subsistence Stores."

H. F. CLARKE,
Colonel, A. D. C. and A. C. G. S.

ARMY SUPPLIES—FORAGE.

OFFICE COMMISSARY OF SUBSISTENCE,
No. 6 STATE-ST., NEW-YORK, July 21, 1865.

Sealed proposals (in triplicate) will be received by the undersigned, at this office, until 12 o'clock M., on THURSDAY, the 27th inst., for supplying EAR CORN for the use of the Subsistence Department of the United States Army, to be delivered at any pier on the North River, in New-York City, to be designated from time to time by the undersigned, and in such quantities as may be required, not exceeding One Thousand Bushels per week, from the 27th of July, 1865, to the 30th of September, 1865; notice to be given to the contractor on THURSDAY of each week, on his application at this office, of the quantity required to be delivered during the following week.

It must be good, sound and well-cured ear corn, put up in sacks containing two bushels each, sixty pounds to the bushel—the contractor to furnish the sack (without extra charge)—and subject to a rigid inspection, and reweighed by some competent person appointed on the part of the government. The weighing to be at the expense of the contractor. Each proposal to be entertained, must have a printed copy of this advertisement posted at its head, and be in the following form:

"I, A—— B——, of the city (or town) of ——, county of ——, State of ——, hereby propose to deliver to the Subsistence Department of the U. S. Army, at any designated pier on the North River, in New-York City, such a quantity of ear corn, not exceeding one thousand bushels per week, of the kind, quality, condition, &c., described in the advertisement above posted, as I may from time to time be required to furnish on due notification, at — dollars and — cents per hundred pounds.

To be subscribed by two responsible sureties, as follows: "We, the undersigned, hereby agree that, should the above bid be accepted, we will give our bond in the sum of ten thousand dollars that the contract shall be fulfilled.

——— ———,
——— ———."

Payment will be made monthly, or as soon as funds are received, *in such funds as may be furnished* by the government for the purpose.

The ability of the sureties to respond in the sum of ten thousand dollars must be certified by the U. S. District Attorney or other proper officer; such certificate to accompany the proposal.

Proposals to be indorsed "Proposals for Corn." The right exists with the United States to reject any or all the bids that shall not be regarded as satisfactory.

A. L. CARLTON, Capt. and C. S. V.

CROTON AQUEDUCT DEPARTMENT.

TO IRON FOUNDERS.

Sealed proposals, indorsed "Proposals for Iron Pipes," with name of bidder and the date of its presentation, will be received at this office until 11 o'clock, A. M. on THURSDAY, July 27, 1865, for furnishing

7,300 feet cast-iron water-pipe, 20 inches diameter;
5,000 feet cast-iron water-pipe, 12 inches diameter;
18,000 feet cast-iron water-pipe, 6 inches diameter;
3,000 feet cast-iron water-pipe, 4 inches diameter,
and 32 tons of branch-pipes and other special castings.

The specifications (which will be ready on Wednesday, 19th inst.) and blank forms for the bids, can be obtained at this office.

THOS. STEPHENS,
ROBT. L. DARRAGH,
A. W. CRAVEN,
} Croton Aqueduct Board.

OFFICE CROTON AQUEDUCT BOARD, Rotunda, City Hall Park, July 17, 1865.

INVITING PROPOSALS FOR THE PURCHASE OF TWENTY-THREE HUNDRED GOVERNMENT MULES.

QUARTERMASTER-GENERAL'S OFFICE,
WASHINGTON, D. C., July 10, 1865.

Sealed proposals will be received at this office until 12 M., TUESDAY, Aug. 1, 1865, for the purchase of 2,300 mules, in lots of fifty and one hundred each, at the places named below, viz:

HARRISBURGH, Penn.—6 lots, 50 each.
HARRISBURGH, Penn.—4 lots, 100 each.
WILMINGTON, Del.—4 lots, 50 each.
WILMINGTON, Del.—2 lots, 100 each.
WASHINGTON, D. C.—6 lots, 50 each.
WASHINGTON, D. C.—6 lots, 100 each.
PITTSBURGH, Penn.—4 lots, 50 each.
PITTSBURGH, Penn.—1 lot, 100 each.

These mules will be put aside, each lot by itself, and will be free for the inspection of bidders at the places named, respectively, for ten days prior to Aug. 1.

Many of them were bought in the beginning of the war as young mules, accompanied the armies in all their marches and camps, and are thoroughly broken, hardened by exercise, gentle and familiar from being so long surrounded by the soldiers.

Though sound and serviceable, they are no longer required in the army, and can now be obtoined at far less than their true value.

The successful bidders will be notified in person or by telegraph, and required to receive the animals on or before August 3, 1865.

This office reserves to itself the right to reject all bids that may be offered.

Proposals should be addressed to the undersigned, and marked "Proposals for the purchase of Mules."

Payment must be made in government funds at the time of delivery.

By order of the Quartermaster General.

JAMES A. EKIN,
Brevet Brigadier-General, in charge,
First Division, Q. M. G. O.

CROTON AQUEDUCT DEPARTMENT—TO CONTRACTORS.—Separate sealed proposals, each indorsed with the title of the work, the name of bidder, and the date of its offering, will be received at this office until 11 o'clock, A. M. on Friday, July 28, 1865, for the construction of the following street improvements, viz: sewers in Eighty-third-street, between the Third and Fourth avenues; Oak-street, between Oliver and James streets; Sixtieth-street, between Broadway and Ninth-avenue; Monroe-street, between Montgomery and Jackson streets; Orchard-street, between Delancey and Rivington streets; Madison-street, between Scammel and Jackson streets, and the Second-avenue, between One Hundred and Twenty-third and One Hundred and Twenty-fifth streets; also, for pavements in Twenty-first-street, from Third to Fourth-avenue, and street west side of Grammercy-park; Fifty-ninth-street from Second to Third-avenue; Forty-fifth-street, from Ninth to Tenth-avenue; Fifty-fifth-street, from Third to Fourth-avenue, and West-street, from Hammond to Hoboken-street, and repavement of parts of streets intersecting therewith. Specifications and forms for bids can be obtained on application to the contract clerk at this office.

July 18, 1865.

THOMAS STEPHENS,
ROBT. L. DARRAGH,
A. W. CRAVEN.
} Croton Aqueduct Board.

CROTON AQUEDUCT DEPARTMENT—REPAIRS TO STREET PAVEMENTS.—Sealed proposals, endorsed with title of work, name of bidder, and date of offering, will be received until 11 o'clock A. M. of THURSDAY, July 27, 1865, for repairing and keeping in repair during the period commencing Aug. 1 and ending Dec. 31, 1865, all paved avenues, streets, squares and thoroughfares in the city of New-York, excepting so much of Broadway as is now paved with the Russ pavement.

Bids must be in the form prescribed by this board. Blanks for this purpose and specifications and forms of the proposed agreement will be furnished at this office.

JULY 17, 1865.

THOS. STEPHENS,
ROBERT L. DARRAGH.
A. W. CRAVEN,
Croton Aqueduct Board.

ASSISTANT QUARTERMASTER'S OFFICE,
FORAGE DEPARTMENT, CORNER WHITEHALL
AND BRIDGE STS., NEW-YORK, June 2, 1865.

THIS DEPARTMENT IS PREPARED to receive writtten proposals for the delivery of corn, oats, hay and straw, in this city and Philadelphia, Penn.

Bids should state the quantity, description or kind, price, place and time of delivery, &c.

Payments to be made on delivery, or as soon thereafter as the office may be in funds.

S. D. BURCHARD, Capt. and A. Q. M.

TO BUILDING CONTRACTORS.—THE subscriber is prepared to receive proposals for the construction of a church for St. Michael's Parish, Geneseo. The plans and specifications may be seen at the rectory, or will be sent by express to any responsible builder. Proposals will be received until the 20th of August next. Contractors are to include the material of the old church in their proposals. CRAIG W. WADSWORTH, Chairman Building Committee.

GENESEO, July 18, 1865.

STATIONERY.

THE BEST AND CHEAPEST INKS.—"Keys' National Writing Fluid" and "American Union Ink." No sediment; flow freely and do not corrode. Sold by the trade generally. Manufactured by REEVES & CO., successor to J. G. Keys. Removed to No. 303 Washington-st., near Reade.

DRY GOODS

A. T. STEWART & CO.,

Will offer on THURSDAY, July 20, a fresh assortment of

NEWPORT BATHING SUITS,
FOR LADIES AND GENTLEMEN,
made from Fancy flannels, and will
take orders to make
CHILDREN'S BATHING DRESSES,
in any style desired. Orders by mail will receive prompt attention.

BROADWAY AND 10TH-ST.

SUMMER SHAWLS.

A NEW IMPORTATION OF VERY NICE
BLACK LAMA LACE SHAWLS,
from $40 to $80 each.
EMBROIDERED GRENADINE SHAWLS, BLACK AND WHITE, WITH HEAVY SILK FRINGES.
ALSO,
500 SACQUES AND CIRCULARS,
made from fine flannel cloths, in neat styles, for
TRAVELING, AND MORNING AND EVENING
WEAR AT THE SEA-SIDE,
at prices reduced to $6 and $8 each.
OFFERED AT RETAIL BY
A. T. STEWART & CO.,
BROADWAY AND 10TH-ST.

"TO WHOM IT MAY CONCERN."
FOSTER BROTHERS
WILL OPEN ON MONDAY MORNING,
SOME OF THE
GREATEST BARGAINS IN DRY GOODS
EVER OFFERED
TO THE RETAIL TRADE.
HAVING BOUGHT LARGELY
PREVIOUS TO THE ADVANCE,
WE ARE READY
AND WILLING
TO GIVE OUR CUSTOMERS
GOOD GOODS, AT CHEAP PRICES.
BARGAINS IN
BLACK ALPACAS, COLORED ALPACAS,
COBURGS, PARAMATTAS,
EMPRESS CLOTHS, POPLINETTS,
MOZAMBIQUES, &c., &c., &c.
ALSO,
AN IMMENSE STOCK OF FLANNELS
AT THE FORMER LOW PRICES,
CONSISTING OF:
WHITE FLANNELS, RED FLANNELS,
GRAY FLANNELS, BLUE FLANNELS,
CANTON FLANNELS, &c., &c.
The above goods will probably be much higher when our present stock, bought at low prices, is exhausted.
FROM AUCTION,
A LARGE LOT OF WET TOWELS,
AND HANDKERCHIEFS.
TOWELS FOR 28c., WORTH 50c.
TOWELS FOR 31c., WORTH 60c.
HANDKERCHIEFS FOR 12½c., WORTH 25c.
THE ABOVE GOODS ARE SLIGHTLY SOILED,
AND ARE SOLD FOR ABOUT HALF
THEIR VALUE.
ALSO,
A LARGE STOCK OF
BALMORAL SKIRTS.
BLACK AND WHITE SKIRTS,
SKIRTS THAT ARE NOT BLACK AND WHITE,
RED AND BLACK SKIRTS,
SKIRTS THAT ARE NOT RED AND BLACK,
ALL KINDS OF SKIRTS.
ALSO
WHITE GOODS, FROM AUCTION,
CONSISTING OF
PLAIN JACONETS, STRIPED JACONETS, PLAID
JACONETS, PLAIN NANSOOKS, STRIPED
NANSOOKS, PLAID NANSOOKS,
CAMBRICS, SWISSES, &c., &c.,
TOGETHER WITH OTHER GOODS,
SUITABLE FOR
WAISTS AND SPENCERS,
WHITE MARSEILLES, 75 CENTS, $1, AND $1 25.
TABLE LINENS AND NAPKINS.
FROM AUCTION
AT AUCTION PRICES,
MUSLINS,
BOTH BLEACHED AND UNBLEACHED,
AT LESS THAN
WHOLESALE RATES.
P. S. AN EXAMINATION OF OUR STOCK OF GOODS WILL SATISFY ANY PERSON THAT THEY ARE RETAILED CHEAPER THAN AT ANY OTHER STORE IN THE CITY.
FOSTER BROTHERS,
NO. 272 BLEECKER-ST., COR. COMMERCE.

VALENTINE & CO.,
NO. 12 4TH-AV.,
are closing the balance of their
GENTS', LADIES' and MISSES'
SUMMER UNDERWEAR, GLOVES, HOSIERY,
LACE MITS CHEAP,
TO MAKE ROOM FOR FALL GOODS.
No. 12 4th-av., opposite Cooper Institute Park.

BEADS. BEADS!! BEADS!!!
AND FANCY GOODS.
M. P. BROWN, Importer,
No. 186 Pearl-st., New-York.

MISCELLANEOUS.

ON SUNDAY NEXT, 23D, 3 P. M., THE corner-stone of the Protectory for destitute Catholic boys, will be laid by the Most Rev. Archbishop of New-York, on the farm, near Westchester Village. Conveyances by 2d and 3d-av. cars to Tremont, and by omnibus from that point to the grounds. Trains will also leave 26th-st. and 4th-av. depot at 8:15 A. M., and 12 M., returning 6:41 and 7 P. M., and the steamer *Osseo* from Peck-slip at 8:30 A. M., and 12:30 P. M., touching foot of Eighth-st. Refreshments can be procured on the grounds.

RAILROADS.

FOR LONG BRANCH IN LESS THAN TWO HOURS,

BY RARITAN AND DELAWARE BAY RAILROAD,

From Pier No. 3 North River, daily, (Sundays excepted,) at 10:45 A. M. and 4:15 P. M.

FIRST-CLASS HOTELS AT LONG BRANCH.

Atlantic,
Metropolitan,
Clarendon,
Remond,
National,
Congress Hall.
Laird's Mansion House,
United States Hotel,
Pavilion,
Green's Bath,
Howland's,
Conover's Lawn.

HUDSON RIVER AND HARLEM RAILROADS.

On and after Monday, June 5, trains for Albany and Troy, connecting with Northern and Western trains, will leave New-York as follows:

7:30 A. M. via Hudson River Railroad, 30th-st. and 10th-av., connecting with trains for Saratoga and Sharon Springs.

11 A. M. via Harlem Railroad, 26th-st. and 4th-av., connecting with trains for Saratoga, Sharon Springs, &c., and at Chatham with trains for points East.

2 P. M. via Hudson River Railroad, connecting with trains for Saratoga.

4 P. M. via Hudson River Railroad, connecting at Troy with train for Montreal, with sleeping-cars attached.

4:40 P. M. via Harlem Railroad, connecting at Chatham with train for Lebanon Springs. Sleeping-cars attached at Albany.

6 P. M. via Hudson River Railroad; sleeping-cars from New-York to Buffalo and Suspension Bridge without change. This train runs on Sundays.

10:30 P. M. via Hudson River Railroad; with sleeping-cars attached, connecting at Albany and Troy with morning trains for North and West.

WM. H. VANDERBILT, Vice-President.

WHITE MOUNTAINS AND LAKE MEMPHREMAGOG,

SIXTY MILES SHORTER THAN ANY OTHER ROUTE.

Leave New-York via New-York and New-Haven Railroad, 27th-st., at 12:15 P. M., (Express;) lodge at White River Junction, and arrive at the Mountains (via stage from Wells River) and Newport, (Lake Memphremagog) at 1 P. M., and Montreal through without stop at 9:30 A. M. Sleeping cars attached to this train from Springfield. On Saturdays this train runs through without stop, arriving at Newport, (Lake Memphremagog,) at 6 A. M. Leave New-York from 27th-st., at 3, or 8 P. M., (Express,) or by New-Haven steamer from Pier No. 25 East River, at 3:15 P. M.; lodge at Springfield. Leave Springfield at 7:45 A. M., and arrive at the mountains, (via stage from Littleton,) Newport, (Lake Memphremagog,) and Montreal same evening.

For maps and particulars, see "Appleton's Railway Guide."

CHEAP AND PLEASANT SUMMER TRAVEL.

RARITAN AND DELAWARE BAY RAILROAD.
NEW-YORK TO CAMDEN,

from Pier 3, N. R., daily, at 10:45 A. M., connecting with trains for Red Bank, Long Branch, Manchester, Tom's River, Barnegat and Tuckerton; and 4:15 P. M., for Highlands, Middletown, Red Bank, Shrewsbury, Eatontown, Ocean Port, Branch Port, Long Branch, Shark River, Farmingdale, Squampum, Bergen, Manchester and Tom's River. Fare to Long Branch, $1.

The splendid steamer JESSE HOYT will leave as above daily, at 10:45 A. M., for Camden direct, through in five hours. Fare, $2. Excursion tickets, good for 3 days, $3. From Camden take the West Jersey Railroad for Cape May and all parts of West Jersey.

PERTH AMBOY & WOODBRIDGE R. R.

From foot of Cortlandt-st., New-York 7 and 10.
Leave New-York for Perth Amboy and Woodbridge—7 and 10 A. M., 2, 4:10 and 5:40 P. M.
Leave Amboy—7:10, 8:45 A. M., 12 M., 3:55, 6:05 P. M.
Leave Woodbridge—7:25, 8:55 A. M., 12:15, 4:10, 6:20 P. M.

ERIE RAILWAY.—TRAINS LEAVE DEPOT foot of Chambers-st., via Pavonia Ferry:

7:00 A. M.—Day Express, for Canandaigua, Rochester, Buffalo, Salamanca and West. Connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca, with Atlantic and Great Western Railway.
8:30 A. M.—Milk and Way Train, daily, for Otisville.
10:00 A. M.—Express Mail, for Buffalo, connecting with Lake Shore Railway.
4:00 P. M.—Way Train, for Port Jervis and Newburgh.
5:00 P. M.—Night Express for Canandaigua, Rochester, Buffalo, Salamanca and West.
6:00 P. M.—Lightning Express, Daily, for Canandaigua, Rochester, Buffalo, Salamanca, Dunkirk and West; connects at Buffalo with Lake Shore and Grand Trunk Railways, and at Salamanca, with Atlantic and Great Western Railway.
8:00 P. M.—Emigrant Train, daily, for Buffalo, Salamanca, Dunkirk and West.

HUGH RIDDLE, General Superintendent.
WM. R. BARR, Gen'l Pass. Agent, N. York.

NEW-YORK AND FLUSHING RAILROAD.—On and after May 24, 1865, Trains will run as follows: Leave Flushing at 5:40, 6:50, 8, 9, and 11 A. M., 1, 3:30, 5, 6, 7 and 8 P. M. On Sunday, 8 and 10 A. M.; 3 and 6 P. M. On Tuesday and Saturday nights at 11 P. M. Leave Hunter's Point at 6:10, 7:20, 8:30, 9:30 and 11:30 A. M., 2:20, 4:30, 5:30, 6:30, 7:30 and 8:30 P. M. On Sunday at 9:20 and 10:40 A. M., 3:45 and 6:45 P. M.; leave Flushing at 8 and 10 A. M. and 3 and 6 P. M. On Tuesday and Saturday nights at 12:10 A. M.

L. C. VOORHEES, Superintendent.

NORTHERN RAILROAD OF NEW-JERSEY—Trains leave Jersey City for Piermont at 5 A. M., 9:15 A. M., 1:15 P. M., 4:22 P. M. and 6:25 P. M. On Saturdays, 11:15 P. M. The 9:15 and 4:22 run through to Monsey. THOS. W. DEMAREST, Superintendent.

CONEY ISLAND FERRY—LANDING AT FORT HAMILTON.—The NAUSHON
Leaves West 10th-st. at 9:20, 12:20, 3:20.
Leaves Dey-st. at 9:40, 12:40, 3:40.
Leaves Pier No. 4, North River, at 10, 1 and 4.

AMUSEMENTS.

BARNUM'S MUSEUM!!
BARNUM'S MUSEUM,
BARNUM'S MUSEUM,
FOR A LIMITED PERIOD AT
FOR A LIMITED PERIOD AT
FOR A LIMITED PERIOD AT
WINTER GARDEN,
WINTER GARDEN,
WINTER GARDEN,
EVERY AFTERNOON at 3; EVENING at 7¾.
EVERY AFTERNOON at 3; EVENING at 7¾.
The grand Spectacular Pantomime
THE GREEN MONSTER;
THE GREEN MONSTER;
THE GREEN MONSTER;
OR,
THE WHITE KNIGHT AND GIANT WARRIOR.
THE WHITE KNIGHT AND GIANT WARRIOR.
Produced with
SPLENDID SCENERY, COSTUMES, &c.,
SPLENDID SCENERY, COSTUMES, &c.
MAGNIFICENT DENOUEMENT.
MAGNIFICENT DENOUEMENT.
Previous to Pantomime,
W. B. HARRISON, Comic and Extemporaneous Singer
IN HITS AT THE TIMES AND PEOPLE.
THE NICOLO BROTHERS,
THE NICOLO BROTHERS,
TOGETHER WITH
YOUNG NICOLO, THE CHILD WONDER,
YOUNG NICOLO, THE CHILD WONDER,
IN ASTOUNDING AERIEL FEATS.
THE GREAT LIVING CURIOSITIES,
THE GREAT LIVING CURIOSITIES.
MAMMOTH FAT WOMAN, Weighing 660 Pounds.
NOVA SCOTIA GIANT GIRL, over 8 feet high.
First appearance of
THE CIRCASSIAN FAMILY,
THE CIRCASSIAN FAMILY.
ZURUBY HANNUM.......“Pearl of the Sea.”
ZULAMA AYRA.......“Star of the East.”
ARELA PACHA.......“The Royal Gem.”
DOORS OPEN AT 2 O'CLOCK.
Admission 30 cents; Children, under ten, 15 cents; Parquet and Balcony, 60 cents.
DONATIONS OF CURIOSITIES TO THE NEW MUSEUM received at CHINESE BUILDINGS, No. 539 Broadway.

WALLACK'S.
SECOND WEEK
OF THE
TALENTED YOUNG IRISH COMEDIAN,
MR. DAN BRYANT,
whose success the past week has been
MOST GLORIOUS AND ENTHUSIASTIC.
Houses crowded to overflowing with the
BEAUTY AND FASHION
of the metropolis, nightly testify by the
HEARTIEST DEMONSTRATIONS OF APPROBATION
to this young artist's
SUPERIOR EXCELLENCE
in the delineation of
IRISH LIFE AND CHARACTER.
His wonderfully great success on both sides of the Atlantic justly entitles him to a place in
THE FRONT RANK,
SIDE BY SIDE
WITH THE GREATEST COMEDIANS OF THE AGE.
He will appear every evening during the week as
THE IRISH EMIGRANT,
AND
HANDY ANDY,
in Mr. W. R. Floyd's successful adaptation of Lover's popular novel of that name.
SEATS SECURED SIX DAYS IN ADVANCE.

EXCURSIONS.

NIAGARA FALLS, WHITE MOUNTAINS, ETC.

Excursion tickets to Niagara Falls, River St. Lawrence, with its thousand islands and world-renowned rapids, Montreal, Quebec, Saguenay River, White Mountains, Lake Champlain, Saratoga, &c., can be had at much reduced rates for the round trip, at the general agency of the Grand Trunk and Royal Mail Line Steamers, No. 279 Broadway. EDWARD P. BEACH, General Agent.

DAILY EXCURSIONS DOWN THE BAY.

Delightful Summer excursions by the favorite steamer JESSE HOYT, daily, (Sundays excepted,) from Pier No. 3 N. R., at 10:45 A. M., embracing a splendid sail through the Narrows and Lower Bay, past Forts Lafayette and Hamilton, &c., to Port Monmouth, and returning to New-York at 2:30 P. M. Fare for round trip, 50 cents. Children under ten years of age, half price.

SUNDAY BOAT FOR WEST POINT AND NEWBURGH—Landing at Yonkers, Dobbs' Ferry, Sing Sing, Haverstraw, Cold Spring and Cornwall. The steamer PONOMA will leave Harrison-st. every SUNDAY at 7½ A. M., touching at 30th-st. at 7¾. Refreshments furnished on board.

MUSICAL.

STEINWAY & SONS'

GOLD MEDAL GRAND AND SQUARE PIANOS are now considered the best in Europe as well as this country, having received the first Prize Medal at the World's Exhibition in London, 1862.

The principal reason why the Steinway Pianos are superior to all others is, that the firm is composed of five practical piano-forte makers, (father and four sons,) who invent all their own improvements, and under whose personal supervision every part of the instrument is manufactured. Warerooms Nos. 71 and 73 East 14th-st., between Union-square and Irving-place, New-York.

MASON & HAMLIN'S CABINET ORGANS.—THIRTY GOLD OR SILVER MEDALS, or other first premiums, have been awarded to us within a few years for the best instruments of this class. Over two hundred of the most distinguished musicians of New-York and other principal cities declare that the instruments of our make excel all others. See particulars in circulars. Salesrooms, New-York, No. 596 Broadway.
MASON BROTHERS.

RAVEN & BACON, NEW SCALE PIANOFORTES—Wareroom No. 135 Grand-st., near Broadway.—A full assortment of these instruments, which have been well known in this market for more than thirty years, constantly on hand. Our facilities are such as enable us to furnish pianos at terms and prices satisfactory to purchasers. Descriptive circulars sent by mail. Storage for pianos.

PIANOS, MELODEONS, HARMONIUMS.—Sole depot for Pelonbet's superior Harmoniums, wholesale and retail. Price $100 to $600. Instruments to let. J. M. PELTON, No. 841 Broadway, New-York.

LESSONS ON THE PIANO, SINGING AND French language by an experienced teacher, from the Conservatoire de Music, (Paris); thorough and systematic instructions guaranteed; terms $15 per quarter; 24 lessons. Address H. P., Box No. 165 *Times* Office.

INSTRUCTION.

MADAME C. MEARS

will reopen her English and French Boarding and day school, No. 224 Madison-av., New-York, on WEDNESDAY, Sept. 20. Address by letter as above till Sept. 11, when Mme. C. M. will be at home.

MRS. OGDEN HOFFMAN'S

English and French Boarding and Day School for young ladies, No. 17 West 38th-st., New-York, will reopen on THURSDAY, Sept. 21. Address until Sept. 14, Lenox, Mass., after that date as above.

MRS. MACAULAY'S

FRENCH AND ENGLISH BOARDING AND DAY SCHOOL FOR YOUNG LADIES,
No. 251 and 253 Madison avenue,
will reopen on WEDNESDAY, September 20th.
Mrs. M. will be in town from Sept. 6. Until that time, address by letter as above.

GROVE HILL SEMINARY,

Great Barrington, Mass. The next year will commence Sept. 12, 1865. For circulars, address
Mrs. M. W. ALLEN, Principal.

ELMIRA FEMALE COLLEGE—WILL open its next session WEDNESDAY, Sept. 6. This is a regularly chartered and organized college, with superior advantages for a thorough and elegant education, at a moderate expense. Apply immediately in order to secure rooms. Address
Rev. A. W. COWLES, D. D., President.

COTTAGE HILL SEMINARY FOR YOUNG LADIES, Poughkeepsie, N. Y. Rev. GEORGE T. RIDER, A. M., Rector. This very select and limited English and French school reopens on WEDNESDAY, Sept. 13. Circulars, with references, may be obtained at Appleton's, Broadway, or of the Rector, by post.

MRS. G. ANTHON CALLENDER'S ENGLISH AND FRENCH BOARDING AND DAY SCHOOL, No. 32 East 21st-st., will reopen on THURSDAY, September 21. Address, previous to the 15th of September, Quogue, Long Island.

MRS. BLIGH'S ENGLISH AND FRENCH boarding and day-school for young ladies, No. 48 West 17th-st., will reopen on the 21st of September. Address as above, or to Box No. 848 Post-Office, Newport, R. I.

MR. VAN NORMAN'S FRENCH AND English Boarding and Day School for Young Ladies, No. 5 West 38th-st., Murray Hill, two doors from 5th-av., New-York, will reopen Sept. 21. Address as above.

MILITARY, CLASSICAL AND COMMERCIAL ACADEMY, Nyack, Rockland County, N. Y. Fall term opens on MONDAY, Sept. 4. For circulars address C. RUTHERFORD, A. M., Principal.

DEER-PARK FEMALE INSTITUTE, Port Jervis, (Erie Railroad,) Orange County, N. Y., reopens Sept. 13. For circulars, address
Rev. J. H. NORTHRUP, Principal.

MRS. WILLIAMES' ENGLISH AND FRENCH Boarding and Day School for Young Ladies, No. 28 West 39th-st., will reopen WEDNESDAY, Sept. 20.

TEACHERS.

A LADY (GRADUATE) HAVING TAUGHT, very satisfactorily, English, French, (which she speaks,) Latin and music, would devote several hours daily to instruction in the above, either in a school or family, in lieu of board; a position where the advertiser could enter upon her duties immediately would be preferred; excellent testimonials as to capability, etc. Address, during one week, L., Station D, New-York.

MISS M. E. GRAVES, A GRADUATE OF one of the best N. E. Female Colleges, desires the situation of teacher of young Misses in a family where high moral and mental worth are appreciated. Liberal remuneration will be required. Address Dr. T. HILAND, U. S. N., U. S. S. North Carolina, Navy-yard, New-York.

SCHOOL WANTED.—A CLERGYMAN, WHO has been teaching ten years, would purchase or lease an established boarding or day-school. Address BLYTHE, Station D, New-York.

FRENCH ADVERTISEMENTS

DOCTEUR FRANCAIS—E. MONCHEL, No. 710 Broadway, Elève de Ricord.—Eraitement des maladies croniques, rhumatisme, goutte, spécialité pour toutes les affections des organs génitaux et des vires urinaires, hydropisie, pierre et gravelle. Consultations de 10 a 4 heures, et de 5 a 9 le soir. Cabinet spécial réservé aux dames. Guerison certain des leucorrhee, partes, débilité et faibleue.

NEW PUBLICATIONS.

DEMOREST'S MONTHLY MAGAZINE.—The August No., containing brilliant novelties, including Steel Engravings, splendid Fashion Plates and Summer Fashions, full-sized Patterns, original Stories, Poems, Household Matters, portrait of Gen. Grant, new and popular Music, Whippoorwill's Song, and other valuable features. Single copies, 25 cents; yearly, $3, with a valuable premium. August No. now ready. Address W. JENNINGS DEMOREST, No. 39 Beekman-st.

LOCAL INTELLIGENCE.

THE HOMEWARD MARCH.

Arrival and Departure of the Ninety-fourth New-York, Ninth Maine and Fifth Connecticut Regiments.

The Ninety-fourth New-York Regiment arrived last night, and departed for Troy before any history of the regiment could be gained.

THE FIFTH CONNECTICUT REGIMENT.

Among the arrivals yesterday was that of the Fifth Connecticut, numbering 390 men, under command of Col. HENRY W. DABOLL. The regiment came by the Amboy route at 4 P. M., and after a hurried meal at the Battery Barracks, the command took passage by the Hartford steamer for that city. During its brief stay at the barracks the Fifth enjoyed a great treat at the hands of Col. ALMY, in the shape of a bountiful supply of ripe and luscious peaches, thirteen baskets of which delicious fruit were placed at their disposal.

The Fifth Connecticut Regiment is a veteran organization, and was originally raised in 1861, leaving the State for the seat of war on the 29th of July of that year, then numbering 1,102 officers and men. On leaving the State the regiment had orders to report to Maj.-Gen. BANKS, then at Harper's Ferry, Va., commanding the "Department of the Shenandoah." On its arrival it was brigaded with two New-York regiments and one Pennsylvania regiment, under the command of Colonel, now Maj.-Gen., GEO. H. THOMAS. The command was afterward assigned as the First Brigade, First Division, Department of the Shenandoah, and incorporated for a time with the Army of the Potomac. During the Summer and Fall of 1861 the regiment made some very heavy marches, the continuous series of which gave the Fifth the name of "The Marching Regiment," or "Foot Cavalry."

When Major-Gen. JOHN POPE took command of the Army of Virginia in 1862, the Fifth formed a part of that army, and participated in all the leading engagements of that campaign. At the battle of Cedar Mountain the regiment went in with some 400 muskets, and fought most gallantly, every officer but three being either killed, wounded or taken prisoner. It formed part of the reserve force in the battles near Washington, and was with MCCLELLAN in Maryland, on the road to Antietam. The day before the battle of South Mountain it was detached in Frederick City for provost duty, remaining there nearly three months. In the latter part of November, 1862, it was organized as part of the "Grand Reserve Division" of the Army of the Potomac, under Sigel.

Being attached to the Twelfth Corps, the Fifth participated in the battle of Chancellorsville, with credit to itself. It also fought in Gettysburgh, and in September, 1863 was transferred, with the Eleventh and Twelfth Corps, from the army of the Potomac to that of the Cumberland, and on its arrival in Tennessee was stationed near Cowan.

After reënlisting and coming home on furlough, the regiment returned to Tennessee in the early part of March, 1864. On the 30th of April the Fifth moved as a part of the force under Gen. SHERMAN, in the advance from Chattanooga, participating in the engagements up to the taking of Atlanta, Ga., Sept. 25, 1864.

The Fifth Connecticut continued with Gen. SHERMAN in his grand march to the sea, through Georgia and the Carolinas. The following forms the battle record of the regiment:

1862—First Winchester, Va., (under Gen. BANKS,) May 25; Cedar Mountain, Va. Aug. 9.

1863—Chancellorsville, Va., May 1-5; Gettysburgh, Penn., July 1-5.

1864—Resaca, Ga., May 15; Dallas, Ga., May 25; Marietta, Ga., June 22; Atlanta, Ga., July 31-Sept. 25.

1865—Averysboro, March 16; Bentonville, March 19.

THE NINTH MAINE

arrived yesterday morning, and remained at the Battery Barracks until 4 P. M., when the regiment departed for Augusta, Me. The Ninth numbered 350 men, under command of Lieut.-Col. JOSEPH NOBLE, and appeared to good advantage.

The Ninth Maine was organized in September, 1861, and was sent to Fernandina, Florida, where it remained nearly a year. It then joined Gen. GILLMORE's forces in front of Charleston, S. C., and participated in the operations before Forts Wagner and Gregg. It was afterward transferred to Hilton Head, remaining there some eight months.

When Gen. BUTLER's Army of the James was being organized at Gloucester, the Ninth was assigned to it, and participated in all the engagements of that army up to the beginning of 1865, when it went to Wilmington, under Gen. TERRY, and served gallantly at the taking of Fort Fisher. With the Tenth Army Corps, it operated against Wilmington and Charleston, in conjunction with Gen. SHERMAN's army.

Among its battles are the storming of Fort Wagner, Cold Harbor, storming of Petersburgh, siege, Fort Harrison, Fort Fisher and others.

TO ARRIVE.

The Seventeenth Connecticut Regiment is expected to arrive in this city on Monday from Hilton Head, S. C., in the steamer *Arago*, telegraphs to that effect having been received by Col. ALMY, Connecticut State Agent.

A Mail Car in the Hudson River.

On Saturday morning, by an act of carelessness, the car containing the southern mail was precipitated into the Hudson River. It appears that the mail train was somewhat delayed in its arrival at Jersey City, and the mail car was hastily detached and started down the bridge for the ferry-boat. The chains were up, and the boat was just on the point of leaving when the car reached the bridge. The man at the stern called out to "hold up," but he was not heeded, and the car rolled down the bridge and fell into the river.

On board the sunken car were not only the Philadelphia, Baltimore and Washington mails, but special dispatches from the Department of State for several of our Ministers abroad, which were to be sent by the steamer sailing at noon.

After ascertaining the exact place of the lost mail car, two men were sent down with ropes about their waists. Cables were attached by them to the car, which was then raised to the surface of the water.

A hole was broken through the roof, large enough to admit a man's body. One of the divers, made his way inside and proceeded to take out the mail-bags, and pass them to the persons above. The bags are almost impervious to water, and accordingly were as reluctant to let it out as they usually are to its admission. Each of the bags was exceedingly heavy and almost unmanageable. It was a tedious job of an hour and a half, to remove the contents of the car. Finally, about 1½ o'clock, the last bag was extricated and loaded on the mail-wagon; upon which it was found that the horses attached could not draw it away. Two or three laborers assisted, however, and succeeded in moving the wagon, which was then drawn to the ferry-boat. A little before 2 o'clock the clerks at the Post-office were assorting the contents.

Among the mails are bags for Europe and other parts of the world. Some of the bags were for California. Many of the papers and letters are reduced to a pulp, and their addresses are entirely illegible.

These mails will be forwarded to their destination as soon as they can be dried and arranged.

The Fire Department.

At the regular afternoon session of the Board of Fire Commissioners on Friday, considerable routine business was transacted.

A communication was received from Hose Company No. 29, stating that they had expended considerable money upon their apparatus, and expressing a desire to purchase the same. Decision reserved.

Engine Company No. 23, and Hose Companies Nos. 25 and 51, with a portion of Hose Company No. 30, sent in written communications, agreeing to perform fire duty until honorably discharged by the new Board. Accepted.

The foreman of Hose Company No. 28 forwarded charges against Hose Company No. 56, for an assault on the 17th inst., while proceeding to a fire in Mulberry-street. This case is ordered to be held for trial on Monday morning at 9 o'clock.

Engine Company No. 18, on application to that effect, were restored to duty in the vicinity of their location, on condition that they do not proceed down town further than Thirty-fourth-street, except when ordered to do so by the Chief Engineer or any of the Assistant Engineers.

Very little other business of an important nature was transacted during the session. The new engine ordered by the board will not arrive much before Monday afternoon, when it will be assigned to some company for trial.

The rooms of the Fire Commissioners are now in direct telegraphic communication with Police Headquarters, and likewise with the different stations throughout the city.

Billiards.

MATCHES BETWEEN DUDLEY KAVANAGH AND PIERRE CARME.

The following are the articles of agreement for three great billiard matches to come off the ensuing Fall between the champion of America, DUDLEY KAVANAGH, and PIERRE CARME:

Articles of agreement between Dudley Kavanah and Pierre Carme, entered into this 7th day of July, 1865:

The said Dudley Kavanagh agrees to play the said Carme, a series of three matches at billiards, under the subjoined conditions:

First—To play a French carom game, consisting of two hundred and fifty points, on a Phelan & Collendar carom-table, second size, with balls 2 5-16 inches in diameter, for $1,000 a side, half forfeit.

Second—A four-ball carom game of fifteen hundred points, for one thousand dollars a side, half-forfeit, on the same size and style of table, with the same sized balls, with the pushing shot omitted.

Third—A regular four-ball American carom game, on a regular full-sized table, according to the rules governing the contests for the champion cue, and laid down by the American Billiard Congress, fifteen hundred points up, with balls 2⅜ inches in diameter, for one thousand dollars a side, half forfeit.

The first match to be played ninety days from the present date, July 7, viz.: on Thursday, October 5. The second match to be played on Saturday, November 4, being thirty days subsequent to the first match. The third match to be played on Monday, December 4, being thirty days subsequent to the second match. The matches to be played in public, in such places as Mr. MICHAEL PHELAN, acting as the representative of Mr. CARME, and Mr. ——, as the representative of Mr. KAVANAGH, may select and agree upon; and in the event of their not agreeing upon such place, to toss for choice of place. The net proceeds of each match to go to the winner of such match. Each player to be entitled to fifty complimentary tickets, the customary number being distributed among the press.

The price of the tickets of admission to be one dollar each. The forfeit of $500 a side in each match is this day placed in the hands of Mr. HENRY C. COLTON, the appointed stakeholder, the balance of the stake ($500) in each match to be put up at least twenty-four hours previous to the time appointed to commence the match.

GEORGE WILKES for DUDLEY KAVANAGH.
MICHAEL PHELAN for PIERRE CARME.

GOLD IN NOVA SCOTIA.

Another Wall-street Bubble Burst.

EX-GOVERNOR GILMORE, OF NEW-HAMPSHIRE, VICTIMIZED.

Affidavits before Justice Dowling.

Mr. EDWIN S. BARRETT, of Fitchburgh, Mass., recently appeared before Justice DOWLING and made affidavit against CHARLES J. ANTHONY, of Worcester, Mass., alleging that by false pretence he had defrauded Ex-Governor JOSEPH A. GILMORE, of Concord, N. H., of $15,000, and after the usual circumlocution, in which warrants and requisitions were granted and executed, and a writ of *habeas corpus* was served, Officer WOOLDRIDGE, of the Sixth Ward, contrived to get the accused into the Tombs, on Friday, and the following and other affidavits were recited:

Edwin S. Barrett, of Fitchburgh, Mass., sworn—In April, 1864, I resided and was doing business in the City of New-York, and acted as the agent of Joseph A. Gilmore, then Governor of New-Hampshire; he left money with me and authorized me to draw for more to be invested for him; on the 13th of April, 1864, I received a note from Isaac A. Biggs, then the agent or broker of Charles J. Anthony, also a broker or contractor, of No. 35 Pine-street, requesting to see me on important business; I went to the office of Anthony, at No. 35 Pine-street, and Anthony told me that he had property in Nova Scotia, called the "Mooseland Gold Property," for which he had contracted to pay $100,000; that the property was very valuable, and that he had already made part payment; that it had mills on it for crushing quartz, a dwelling-house, and many other valuable improvements; that $50,000 had been expended on the buildings, &c., and that the property was paying $500 a day, would pay regular dividends, and was, in fact, a safe and profitable investment; he offered me an interest on the same footing with himself, saying that he took his stock on the basis of $100,000 as the original cost of the property; relying upon these representations, I took for Mr. Gilmore one-tenth interest in the property, for which I paid $10,000, by borrowing that sum through Biggs, pledging for the same a subscription receipt for five hundred shares of International Coal stock; the money was said to have been supplied by Mr. John C. Mallory, a person who had an office with Anthony, and was interested in several companies, but I subsequently learned Anthony had loaned the money to Mallory, and I inferred that he used Mallory merely to blind me; a few days subsequent to making this payment of $10,000 Anthony told me that he had completed the purchase of the Mooseland property, and had paid $100.000 therefor, and that a person who had agreed to take a $12,000 interest had not come forward; he therefore proposed that I should take a further interest, and I therefore sold 100 shares of International Coal Stock belonging to Gov. Gilmore, and received therefor a U. S. Certificate of indebtedness for $5,000, with which I purchased an additional twentieth of the Mooseland Gold property; I never should have made such purchases had Anthony not represented that he had paid $100,000 therefor and that it was a profitable investment; I took a receipt in Gov. Gilmore's name for $15,000, said receipt pledging the maker thereof to form a company with $500,000 capital at $10 a share, the company to retain 100,000 shares of the stock; when I paid the money I was told that influential men should be trustees of the company, and Mr. Everett Clapp, President of the Palisade Bank of Yonkers, was named as one of these; the name of Gov. Gilmore was suggested, also, but in his behalf I declined; I was subsequently asked by Mr. Anthony to serve as a trustee or corporator for the purpose of a temporary organization, the representation being that it was merely a preliminary transaction; I therefore consented, and was associated as trustee with F. A. Paddock and Reuben Ross, and none others were ever appointed; on the 11th of May, 1864, my suspicions having been aroused, I called on William Norton, a lawyer, at No. 62 William-street, who had papers in relation to the Mooseland property, and held the title in trust for the company; I requested Norton to let me see the papers, and he produced a Crown lease to William H. Newman, of Halifax, and Alexander Keith, Jr., assigned by said Newman to William Norton; he also produced a relinquishment from Keith to Newman, of Keith's interest, the condition being $3,500 lawful money of Nova Scotia; the assignment was dated June 11, 1864; upon my calling his attention to this fact he said that it should have been April 11, and made the alteration in my presence; Mr. Norton at first said that he had a deed showing the amount of $50,000 paid, but afterward remembered that he did not have one, he was sure that the amount paid was $50,000, in our currency, himself having paid it; I understood from Mr. Norton that he had his property in trust for Anthony and others, and that this sum of $50,000 covered all of the personal property on the premises.

The voluminous affidavit of Isaac A. Biggs, Anthony's clerk or agent, shows that Anthony, pretending that the Mooseland mines were the most attractive investment in the Western Hemisphere, desired him (the deponent) to secure Gov. Gilmore's name as one that must give character to the Mooseland Gold Mining Company, and that Anthony designed to use the names of William B. Astor, Wilson G. Hunt, and others, and sell stock to the amount of $500,000, realizing as profit the difference between that comfortable sum and the pittance which had been paid for the lands. Biggs testifies further as follows: "On the 7th of January, 1865, I met Anthony at the Parker House, in Boston, and accompanied him thence to his abode at Worcester, Mass., and said Anthony informed me that he and one Shirley had sold, or caused to be sold, under a foreclosure, the property of said Mooseland Gold Company, and that he had caused said foreclosure and sale that he might cut off Gov. Gilmore and reorganize the company; I then exhibited forty certificates of one hundred shares each of said stock, not the property of said Gilmore, and asked Anthony whether these shares would be recognized, and he replied that they would; I then inquired how he had managed to sell under a foreclosure, as the company owed nothing, and Anthony replied that a small debt had been contracted for that purpose; I asked whether he had taken the title in his own name, and he replied "that he had not." Biggs further testifies that having told Anthony that he had heard that he paid only $18,000 for the property, and that it was not worth more than that sum; Anthony assured him that it cost precisely $50,000, and Biggs having requested Anthony to aid him in recovering Gov. Gilmore's money, Anthony declined to make any settlement.

These and other affidavits, covering nearly as much ground as the interminable papers in the two examinations which are now going on at Jefferson Market, having been read, Justice DOWLING required ANTHONY to find $15,000 bail, and this was given by Mr. CHARLES F. SOUTHMAYD, of No. 42 Ninth-street, and the 31st instant was named as the day for a further hearing.

Mr. ANTHONY says that the charge against him is false, and was invented by BARRETT and others to extort money from him. Mr. JOHN SEDGWICK appears for ANTHONY, and ex-Judge STUART for the prosecution.

The United Service Petroleum and Mining Company.

THE EXAMINATION BEFORE JUSTICE DODGE CONTINUED.

The examination in this case was continued before Justice DODGE yesterday. The first witness called was

Col. Hillyer, who, on being cross-examined by Mr. Field, deposed that he became acquainted with Col. Mann in April or May, 1864; his impression was that he was introduced to Mann by Mr. Storms; had been previously in the army, and was on the staff of Gen. Grant before the fall of Vicksburgh; first heard of Mann's accoutrements about the time of his introduction to him; when Mann came to his office, he said he was the proprietor of the patented accoutrements; he said he had a favorable report of an organization under the Secretary of War, in relation to the accoutrements; Col. Mann proposed to witness that if he secured the accoutrements he would give him twenty-five cents a set, he subsequently agreed to give him one-seventh of the profits on the patent; went to City Point and saw Gen. Grant about the accoutrements, and asked the General if he was willing to give him a letter recommending the articles; received a letter from Gen. Grant; had procured an order from the Assistant Secretary of War, Mr. Dana, for 80,000 sets; received one-sixth of the net profits; that amount exceeded the twenty-five cents per set which was originally agreed on; the agreement between witness and Mann provided that he should have one-sixth interest or one-sixth of the profits if he should give his time and attention to the accoutrement business; there were 19,000 sets made for the cavalry; the third agreement was that he should have one-sixth interest in the patent itself; it was made in September, subsequently proceeded to Cincinnati to see Gen. Hooker, and also to City Point and other places, had received over $10,000 from the profits of the accoutrements—which amounted to about $60,000; received that sum from Col. Mann; his last payment was made on about May, 1865; had asked Col. Mann for a draft for $3,000; and Mann then figured up the accounts between them, and it was agreed that $500 was still due to witness; Mann's Accoutrement Company was formed in the latter part of May or about June; had been the Vice-President of the Company. Mr. Kellogg had no interest in it; had not been on pleasant terms since the supposed discovery of frauds in the oil business; the old business was first brought to his notice by Col. Mann, in February last; was in Savannah to see Gen. Sherman shortly after its surrender; had an agreement with Mann that if anything could be made out of cotton here the profits should be divided; Mann told witness about the oil lands; and said that $15,000 was required to work the lands; he asked witness to subscribe $2,000, and he would guarantee it would be worth one hundred per cent; that conversation took place at the office in Pennsylvania avenue, Washington; witness then asked if Stratton and Mann had subscribed on the same terms, and whether they might have advantage over others, and he replied that they had not; Mann spoke of his visit to the oil regions; he returned from the oil regions about February, 1865; in the conversation he had with Mann about that time, he said an old friend of his, named Stratton, had offered to go in partnership with him in the oil business; Mann asked him if he was willing to go into that arrangement, but witness replied he objected to having anything to do with a partnership, but he would take an interest in oil lands; (witness identified his signature on the subscription paper;) signed it in February; several days after he saw Mann in Washington; did not think he asked Col. Mann if he was interested personally in the oil lands; had the first interview with Capt. Stratton in February, at No. 240 Broadway; that was the office of the Mann Accoutrement Company, and afterward of the oil company; had talked with Col. Duff, Col. Fredericks, Dr. Mercer, Major Scott, Mr. Chadwick, Gen. Kirby Smith, and others, about the oil business; his conversation with these gentlemen commended the enterprise.

Col. Hillyer then testified to various conversations he had with Mann about the oil lands, after which the case was adjourned till 10 o'clock on Tuesday.

NEW STEAMSHIPS FOR THE SOUTHERN TRADE.

Description of the Steamships Rising Star, Hatteras, Albemarle, Rapidan and Raleigh.

THE STEAMSHIP RISING STAR.

This is a magnificent side-wheel steamship, of 2,727 tons burthen, new measurement, designed for any service, but will soon take her place on the route hence to New Orleans. In model, she seems almost faultless, possessing lines that are beautiful, and that betoken great speed.

She is 308 feet long on deck, 42 feet 6 inches wide, 31 feet deep, has three decks and draws when loaded 17 feet.

Her saloons are unsurpassed in size and beauty of finish by those of any ocean steamer afloat, being really works of art in design and style of execution.

The vessel is as strong as she is large and beautiful. Her frames are of white oak, chestnut, &c., of the choicest quality, and her fastenings are of copper and treenails, this portion of the work being executed in the most approved and skillful manner. The frames are molded 17 inches in the angles, and sided 13 inches, and are spaced from centre to centre 30 inches. Around them extend iron straps, double and diagonally laid, 4½ by ¾ inches, adding to the great strength of the hull.

Her motive power consists of a vertical beam engine, with a cylinder of 100 inches, and a stroke of piston of 12 feet. Her water-wheels are 34 feet 9 inches in diameter, and are of iron. She has two tubular boilers, that make steam easily, obviating the necessity of using blowers to her furnaces.

In pumps, ground tackle, boats, life-preservers, and other articles of safety, utility and comfort, she is fully supplied and fitted.

This vessel was designed, modeled and built by those well known ship-builders, Messrs. ROOSEVELT & JOYCE, foot of Stanton-street. Her machinery was constructed by Messrs. JNO. ROACH & CO., and she is owned by the New-York Mail Steamship Company, that also own the large and magnificent ships, the *Guiding Star*, *Morning Star* and *Evening Star*.

The *Rising Star* is a picture of nautical beauty, unsurpassed by any ocean steamship, and her construction will add lustre to the already established reputation of American skill in naval architecture.

THE STEAMSHIPS HATTERAS, ALBEMARLE, RAPIDAN AND RALEIGH.

The new steamship *Hatteras*, the latest addition to the Atlantic Coast Mail Steamship Company, was launched from the yard of Messrs. LAWRENCE & FOULKS, Greenpoint, L. I., in the month of March, 1865, and is a capital specimen of naval architecture, either for commercial purposes or the transit of passengers. The *Albemarle*, *Rapidan* and *Raleigh* are sister vessels, not yet complete, but the description of the *Hatteras* gives full particulars concerning the whole. The two last, when finished, will run on the route hence to Wilmington, N. C.

The *Hatteras* is 170 feet in length, 33 feet in breadth, 19 feet in depth, has two decks, and is 868 tons burden, new measurement. She is of white oak, hacmetac, &c., and square-fastened in a thorough manner with copper and treenails. The floors are molded 14 inches, and are sided 8 inches, with the frames 30 inches from centre to centre. The bulkheads are fitted into the hull, insuring that her cargo will be kept free from dampness and water. Around the frames there are iron straps, double and diagonally laid, 5½ by ⅜ inches, adding greatly to her strength.

The engine is of the vertical beam description, one cylinder, 44 inches in diameter, by 11 feet stroke of piston. Her water-wheels are 24 feet in diameter, and of the best quality of iron. One flue boiler, without blowers, generates a sufficiency of steam for the engines.

The owners of this vessel, after securing safety and speed, evidently turned their attention to all the requirements conducing to the health and comfort of her passengers. Her saloons are neat and elegantly fitted up apartments; the pantries are filled with glass, crockery ware and cutlery sufficient for a steamer of much larger proportions, and the sleeping-rooms are models of convenience and comfort.

These vessels, when running on their respective routes, will give satisfaction to all who desire to travel by sea to the Southern ports they visit. The machinery of these four vessels was constructed by the Morgan Iron Works, New-York.

OUT-DOOR SPORTS.

Base Ball.

MATCH BETWEEN THE AMATEUR CLUB OF TREMONT AND MONITOR OF WEST FARMS.

A match between these two clubs was played at Morrisania on the 20th inst.

The following is the score:

AMATEUR.	H. L.	Runs.	MONITOR.	H. L.	Runs.
Vanantwerp, c.	3	3	Whitney, c.	5	0
Summerfield, p.	1	5	Blood, r. f.	5	0
Heath, 1st b.	3	2	Pierce, l. f.	2	1
J. Heath, 2d b.	2	3	Ward, s. s.	2	2
Barson, s. s.	3	2	Osborn, c. f.	4	1
Conenhoven, r. f.	1	4	Ackerman, 2d b.	4	1
Danfield, 3d b.	5	1	Howire, 3d b.	2	2
Burt, c. f.	5	1	Grote, 1st b.	1	2
Bennett, l. f.	4	0	Lyons, p.	2	2
Total	27	21	Total	27	11

INNINGS.

	1st.	2d.	3d.	4th.	5th.	6th.	7th.	8th.	9th.
Monitor	0	4	0	2	1	0	3	0	1—11
Amateur	5	1	1	2	0	10	0	1	1—21

Umpire—Mr. SHEA, of the Eckford Club.
Fly-catches made—Amateur, 6; Monitor, 3.
Time of game—2 hours 35 minutes.

Three Great Billiard Matches.

The following are the articles of agreement for three great billiard matches to come off the ensuing Fall between the champion of America, DUDLEY KAVANAGH, and PIERRE CARME:

Articles of agreement between DUDLEY KAVANAGH and PIERRE CARME, entered into this 7th day of July, 1865:

The said DUDLEY KAVANAGH agrees to play the said CARME a series of three matches at billiards, under the subjoined conditions:

First. To play a French carom game, consisting of two hundred and fifty points, on a PHELAN & COLLENDER carom table, second size, with balls 2 5-16 inches in diameter, for one thousand dollars a side, half forfeit.

Second. A four-ball carom game of fifteen hundred points, for one thousand dollars a side, half forfeit, on the same size and style of table, with the same-sized balls, with the pushing shot omitted.

Third. A regular four-ball American carom game, on a regular full-sized table, according to the rules governing the contests of the Champion Cue, and laid down by the American Billiard Congress, fifteen hundred points up, with balls 2⅜ inches in diameter, for one thousand dollars a side, half forfeit.

The first match to be played ninety days from the present date, July 7, viz., on Thursday, Oct. 5. The second match to be played on Saturday, Nov. 4, being thirty days subsequent to the first match. The third match to be played on Monday, Dec. 4, being thirty days subsequent to the second match. These matches to be played in public, in such place as Mr. MICHAEL PHELAN, acting as the representative of Mr. CARME, and Mr. ——, as the representative of Mr. KAVANAGH, may select and agree upon; and in the event of their not agreeing upon such place, to toss for choice of place. The net proceeds of each match to go to the winner of such match. Each player to be entitled to fifty complimentary tickets, the customary number being distributed among the press.

The price of the tickets of admission to be one dollar each. The forfeit of $500 a side in each match is this day placed in the hands of Mr. HENRY C. COLTON, the appointed stakeholder, the balance of the stake ($500) in each match to be put up at least twenty-four hours previous to the time appointed to commence the match.

GEO. WILKES, for DUDLEY KAVANAGH.
MICHAEL PHELAN, for PIERRE CARME.

Coroners' Inquests.

THE BROOME-STREET MURDER.

Coroner WILDEY yesterday morning held an inquest, at the Eighth Precinct Station-house, on the body of MARY WAGNER, who was killed by her husband, at their residence, No. 516 Broome-street, by a blow on the back of the head with an axe, crushing in her skull. Almost instant death was the consequence. The evidence was conclusive, and the jury rendered a verdict against WAGNER, and Coroner WILDEY committed him to the Tombs for trial. Deceased was about thirty years of age, and a native of Germany. The prisoner is aged thirty-nine years, also a German, and a cabinet-maker by trade. He pretends to have no knowledge respecting the murder.

GENERAL CITY NEWS.

PRESENTATION TO DEPUTY SHERIFF WESTERVELT.—On Friday last the friends of Deputy Sheriff JOHN J. V. WESTERVELT presented him with a magnificent gold watch, as a mark of their esteem. Mr. WESTERVELT had been unfortunate enough to loose his time-piece while looking at the fire at Barnum's Museum, and his friends availed themselves of the occasion to make the presentation. The affair took place at the Merchants' Exchange, Mr. KENNELLY, real-estate auctioneer, making the presentation speech. Mr. WESTERVELT responded in a happy manner. Amongst those present were Ex-Sheriff LYNCH, Deputies STEVENS, MOORE and REILLY, Capts. GOODWIN and MCGUIRE.

STREET-CLEANING.—The work of street-cleaning is progressing favorably. Some of the men who belonged to laborers' associations have concluded to work for the new contractors, and now there is no difficulty in obtaining help. At present there are over seven hundred men and two hundred and fifty carts employed in cleaning the streets of the city.

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THE REVIEW OF THE IRISH LEGION.—The cause of the Mayor's absence from the review of the Irish Legion on Friday, was the omission of the officers to notify His Honor of the time when the review would take place. It was generally supposed that the time had been fixed for 1:30 P. M.

Williamsburgh.

DISPOSITION OF THE SOUTH SEVENTH-STREET RIOTERS.—WILLIAM LANE, TIMOTHY O'CONNOR, and DAVID O'CONNOR, were yesterday afternoon brought before Justice DAILEY, charged with being engaged in the murderous assault on the ferry hands and police on Thursday morning last. The testimony was very voluminous. MICHAEL HAMBURY, one of the injured parties, was placed upon the stand, and his evidence was positive against the prisoners. Several other witnesses were sworn, but nothing beyond what was previously published was elicited. After a summing up by CHARLES BRIGGS for the defendants, and RICHARD H. HUNTLEY for the prosecution, Judge DAILEY held WILLIAM LANE and TIMOTHY O'CONNOR in bonds to appear before the Grand Jury. DAVID O CONNOR was discharged. JOHN LANE is still in the hospital.

DASTARDLY ATTACK ON NEGROES.—Late on Friday night a party of ruffians made an unprovoked assault on two colored men, named SPRUCE and RANDALL, while they were sitting on the stoop of the saloon of RICHARD CESAR, corner of Leonard and Moore streets, Eastern District. Both SPRUCE and RANDALL were stabbed with a dirk-knife, but their injuries are not of a very serious character. One of the ruffians, named JACOB RIER, was arrested by an officer of the Forty-sixth Precinct.

LAW REPORTS.

Court of Special Sessions.

Before Justices Kelly and Dowling.

BRINGING ODIUM ON THE FIRE DEPARTMENT.

John Toy, aged about 25, was charged with stealing three pairs of pantaloons and a coat, worth in all about $40, the property of E. S. Rogers & Sons, clothiers. There had been a fire at the establishment of the Messrs. Rogers, when the prisoner assumed to be a fireman, and stole the property in question. The goods which were found on him were identified by George W. Miles, a clerk, who saw them at the Station-house.

Peter Simmons, a fireman, said: Our engine was coming through Broadway, and at Chambers-street I looked behind and saw the prisoner have a hold of the rope; he shortly after went to the engine box and took out these pants, when I had him arrested; they were all rolled up at the time, and when I got to the engine-house I opened them and gave him in charge of the foreman; the clerk of Messrs. Rogers & Son saw the property and identified it as theirs; I never saw the prisoner before that day; he pretended to be a fireman, and by that means secreted the clothes in the box of the engine, and was only detected when he was trying to get off with the goods.

Guilty. Penitentiary six months.

BURGLARS CONVICTED.

John Williams and John Kelly, two notorious burglars, were charged with having burglars' implements in their possession in the night-time, with intent to commit a felony. Some interesting points of law were raised by counsel for the prisoners, Mr. Howe.

Policeman James Murphy testified that he came down Broadway yesterday (Friday) morning, about 4 o'clock, when he saw the prisoners between Thirteenth and Fourteenth streets; they stood at a tailor's and a shoemaker's shop; from their movements he suspected their purpose to be robbery, and he watched them; they, however, saw the officer as soon as he saw them; the two remained together ten minutes in conversation, when Kelly came out on the sidewalk to watch the movements of the officer, who thought he saw Williams put something under his coat; the two then went down to University-place, and Williams got into a wagon, that stood in the street, when the officer came up and arrested them; Williams alone was in the wagon, and, on searching under the straw, a pair of nippers and some skeleton keys were found; no horse was attached to the wagon; the officer saw them do nothing but standing by the doors, acting in a suspicious manner; on the person of Williams, when taken to the station-house, about a dozen skeleton keys were found; on Kelly nothing was found but a knife and an ordinary key; Policeman John W. Williams said he had been on the force thirteen years, and that he was well-acquainted with burglars' instruments; the nippers and skeleton keys were used by burglars.

Counsel here moved for the discharge of Kelly, as the statute says "upon the finding," &c. Nothing had been found on him.

District-Attorney Bedford said that when it was proven the prisoner acted in concert, the instruments were as much in possession of the one as the other.

The court so decided. Counsel then moved for the discharge of both prisoners, on the ground that no overt act had been committed, and the intent had not been proved. Objection was also taken to the manner in which the complaint had been drawn; it made the nippers, and not the prisoners, guilty. The objections were all overruled, and they were sentenced to six months each in the Penitentiary.

A HOTEL THIEF CAUGHT.

Isaac Watson, a young man about 22 years of age, was charged with stealing two bed-spreads and a pillow-case from the Westchester House. He roomed there one night and left with these things in the morning, which he disposed of for $8, to a woman who swore that when she bought them, she didn't look at them. He also served the Revere House in the same way, and quite likely almost every hotel in the city has suffered more or less at his hands. He was found guilty and sent to the penitentiary for six months.

A DETERMINED FELLOW.

John Wilson, a laboring man, was charged with striking George H. Clement with his fist, and drawing a knife and attempting to take his life. Complainant, notwithstanding the gravity of the offence, said he would prefer not to prosecute the prisoner, but the court would not permit it. Witness said: I was in the house, and there was a muss, and I tried to put him out, and in the muss he struck me once with his fist; I went outside to look for an officer, and he ran after me with a knife to take my life.

Policeman Wm. Henderson said he had been sent for to arrest the prisoner, but when he got there the man was gone. He came back again, without hat or coat on, and said "I'm going to turn the crib inside out." It is a house of prostitution.

Judge Dowling—Have you got any defence?
Prisoner—I was under the influence of liquor.
Judge Dowling—That is an offence itself.
Prisoner—I was drunk.
Judge Dowling—Worse still. Penitentiary one month and fined $25.

A MISTAKE SAVED HIM.

Henry Walker, an Englishman, was charged with having a slungshot in his possession. The evidence was that he met Henry Meyer, a German, in the street, and took hold of him, and was about using the slung-shot, when the German, being the strongest of the two, wrenched it from him. A policeman then came up and arrested him. He was convicted, but on looking at the laws of 1849, it was found the offence committed was a felony. The prisoner was then discharged. A mistake saved him from going to the State Prison for a couple of years.

ROWDYISM PUNISHED.

James Dougherty, aged about twenty-six, was arraigned to answer two charges of unprovoked assault. The prisoner went into the restaurant of Mr. Herman Levy, with half a dozen roughs, and asked for pigs' feet. Mr. Meyers said he would attend to them in a minute. Dougherty then, using obscene language, said: "We'll take them ourselves." He then hit Mr. Meyers in the face. The second charge was assaulting Jacob Smith, who happened to be in the restaurant at the time, They not only followed Smith out into the street, but ran after him into a grocery-store where he fled for protection. The prisoner was convicted and sent to the Penitentiary for six months.

CONFLICTING TESTIMONY.

James H. Murray, bartender in the saloon corner of Seventeenth-street and Seventh-avenue, was charged with giving James Brown a pair of black eyes. Witness said he went into the house and called for a glass of ale, and after drinking he laid down a $2 greenback, and prisoner said he did not like it. He then handed him a $5 bill, and he put it in his vest, and said he would go out and get it changed. He did not fancy him going out with the two bills, and he said so, when he was struck, knocked down, and when down beaten; and, as he lay on the floor, a cripple jumped off a barrel that he was sitting on, and went through his pockets, and took all the money he had. A witness for the defence, who gave the name of Thomas Donnohue, said complainant came into the store and called for a drink of the best brandy, He then asked witness, this cripple, and the bartender to join in. The first drink was hardly down when he called for a second, and threw down a two dollar bill on the Bank of Allentown, Md. Murray doubted the bill, but gave Brown a dollar and sixty cents in change. He then went out and had the bill examined and it was discovered to be bad, when Murray asked for the dollar and sixty cents back, and said that he could pay for the drinks another time. No five dollar bill was given defendant. They then had some hot words, but who struck first he could not say. The accused was found guilty and fined $20.

DENYING HIS MISTRESS.

James Looney, a returned soldier, was charged with assaulting Catharine Looney. Complainant had a child six months old in her arms. She said, "I went after him on Monday, and brought him home; he is not my husband; he is my intended husband; we have been living together, and he is the father of two children; he was four years in the army—he enlisted twice—and he only sent me $6, but I received relief money as Mrs. Looney; he proved me his wife before the committee, and he has called me his wife; I did take him from his father's house to my house, and it was there he beat me; he will not marry nor live with me, or support me or his children." The accused was found guilty, and fined $25.

A Friendly Receiver.

SUPREME COURT—CHAMBERS.

Before Justice Barnard.

Henry D. Palmer vs. *Felicita Vestvali*.—Mr. Wm. Wheatley was appointed receiver in the above action of "the wardrobe-partnership, property," &c., of the defendant on filing bonds for $1,000.

The Sunday Liquor Law Cases.

SUPREME COURT—CHAMBERS.

Before Judge Barnard.

The People ex rel. A. Oakey Hall vs. *The Board of Supervisors*.—This was the suit brought by the District Attorney against the defendants to compel them to audit his account of disbursements in suits brought under the Sunday Liquor Law. The courts here decided adverse to the relator, who carried the case to the Court of Appeals, which tribunal sustained the claim.

Yesterday morning the remititur of the Court of Appeals came in, and on motion of Mr. H. H. Anderson, counsel for relators, an order was sent directing a peremptory mandamus against the defendants, and compelling them to audit the account of the relator at $18,210 61, with costs.

Honor to the Illustrious Dead—Naming of the Forts.

Gen. THOMAS has issued an order, renaming the forts around Nashville in honor of a number of gallant officers who have laid down their lives for their country. The order is as follows:

"In accordance with the time-honored custom of the United States army, and as an appropriate tribute to the memory of some of our brave comrades, whose spirit passed away amid the smoke and din of battle, or who died from wounds received in action, or from no less fatal disease contracted in camp, it is ordered that their names be given to the defensive works at Nashville, which shall stand for long years to come, fit monuments to their valor and devotion to their country.

1. The interior work, south of the city, between the old Franklin and Hillsboro turnpikes, consisting of two inclosed lunettes and a redan, in named Fort Dan. McCook, in honor of Brig.-Gen. DAN MCCOOK, who died from the effects of a wound received upon the enemy's parapet, in the assault upon the rebel works, at Kenesaw Mountain, June 24, 1864.

2. The largest star fort on St. Cloud Hill, south of the city, between the Franklin turnpike and Nashville and Chattanooga Railroad, be named Fort Harker, in honor of Maj.-Gen. C. G. HARKER, who was killed in the assault upon the enemy's works at Kenesaw Mountain, June 17, 1864.

3. The large polygonal fort on the hill south of the city, between the Franklin and old Franklin turnpikes, is named Fort Morton, in honor of Brig.-Gen. ST. CLAIR MORTON, United States Volunteers, (and Major of United States Engineers,) former Chief Engineer of the Department of the Cumberland, who was killed near Petersburgh, Va., June 16, 1864, in an assault upon the enemy by WILCOX's division, which he was accompanying.

4. The square redoubt, with dry stone ditch and block-house, west of the city, on Jefferson-street, is named Fort Sill, in honor of Brig.-Gen. J. W. SILL, United States Volunteers, who was killed at the battle of Stone River, Dec. 31, 1862.

5. The polygonal fort on the Hyde's Ferry turnpike, with block-house, is named Fort Garesche, in honor of Lieut.-Col. JULIUS P. GARESCHE, Assistant Adjutant-General United States Army, Assistant Adjutant-General and Chief of Staff to Major-Gen. ROSECRANS, commanding the Department of the Cumberland, killed at the battle of Stone River, Dec. 31, 1862.

6. The battery between Hyde's Ferry turnpike and Jefferson-street, with block-house, is named Battery W. L. Whipple, in honor of WM. L. WHIPPLE, First Lieutenant in the First Michigan Infantry, during the war with Mexico, and Lieutenant-Colonel of the Twenty-first Regiment Michigan Infantry, of the present war. He died at Nashville, Tenn., Oct. 16, 1862, from disease caused by exposure in camp.

7. The bastioned battery on the high hill west of the city, and on the right of the Nashville and Northwestern Railroad, is named Battery Dobb, in honor of Col. G. W. DOBB, Fourth Ohio Cavalry, who was killed on the evening of April 2, 1865, in the assault upon the rebel works at Selma, Ala.

8. The work on the Charlotte turnpike and the battery between the Charlotte and Harding turnpkies, is named Battery Reed, in honor of Major B. C. G. REED, Forty-seventh Regiment Ohio Volunteer Infantry, who was killed in the battle on the Wilkinson turnpike, near Murfreesboro, Tenn., Dec. 7, 1864.

9. The octagonal redoubt on the height near Edgefield, commanding the railroad bridge, is named Redoubt Kirk, in honor of Brig.-Gen. KIRK, United States Volunteers, who died at Chicago, Ill., from wounds received at the battle of Stone River, Dec. 31, 1862."

Trophies of the War.

A GREAT HAUL OF SOUTHERN ORDNANCE.

There have been received at Fortress Monroe during the past two weeks, one hundred and eighty iron guns, late the property of the rebels, and mounted on the approaches of Petersburgh and Richmond. These guns are all of large calibre, ranging from seven to ten-inch. The ten-inch guns were taken from Fort Darling. They are of rebel manufacture, and nearly new, having been cast in 1864. They are said, by competent judges, to be excellent specimens of serviceable ordnance. They bear a strong resemblance to the Armstrong gun, being reinforced at the breech by concentric bands. All were cast at Richmond. Nearly every one of them are effectually spiked. These guns were never finished at the foundries where they were cast, and they bear the roughness peculiar to castings when first taken from the sand in which they were molded.

There have also been received eighty-five brass guns. These are of every conceivable shape and pattern; many of them being of United States manufacture, and lost in battle. But now "the king hath got his own again." Then there are rude and cumbersome brass pieces of Southern make; quaint old French guns, which were stored away in government arsenals before the war, and dragged forth to service by the hard-pressed rebels. All these guns are now huddled together in the gun-yard of Fortress Monroe. What disposition is to be made of this captured ordnance has not yet been made known to the gun-yard people.

There have also been sent down immense piles of ammunition; explosive projectiles of every pattern and shape, rudely boxed, and marked "Confederate States of America, Richmond Laboratory," stand about in vast piles, and as one gazes upon them, and the numerous guns of brass and iron, field and siege, the conviction grows that it certainly was not a scarcity of the munitions of war that compelled the surrender of LEE. All these guns and munitions are stored away from profane eyes in the great gun-yard, where guns and ammunition, whether our own or rare trophies, are cared for by the gray-haired old Ordnance Sergeant, JAMES WELCH.

The grim and deathly guns are cared for tenderly as helpless children by the Sergeant. He pats his favorite guns as would a fond father his particular bright precocious boy.

The bright "Napoleons," bearing the letters U. S., recaptured from the rebels at Five Forks, are the object of Sergt. WELCH's most tender solicitude. They are his returned prodigals—they were lost and are found again. They glitter like gold in the sunshine. The fatted calf has been furnished them in the shape of vigorous applications of emery paper and flannel.

A Bogus Marriage Notice.

FATAL RESULT OF A HOAX.

From the Rome Sentinel.

On the 27th ult. we published a number of marriage notices of parties in Oneida Valley, which were sent to us by a "Mrs. CORNELIA ST. CLAIR." The notices were all a hoax, and the name given by the sender was a fictitious one. A correspondent has taken pains to ascertain the facts about the matter, and gives them as follows;

To the Editor of the Sentinel:

In your publication of June 27 appeared the marriage notices of several persons residing at Oneida Valley, Madison County, N. Y., at one time, and by the same clergyman. The announcement created considerable excitement among the quiet people of the valley and the world at large. It attracted much attention as a matter of unusual occurrence. The notices were copied from the *Sentinel* into several papers throughout the State, and generally went the rounds of the press. I presume your readers are not acquainted with the truth and particulars of the affair. No marriage took place; it was a deception; but whether practiced for fun or mischief will never be ascertained. The dénouement was a sad and tragic one for the author—a young lady—who now, in consequence, sleeps her last, long, eternal sleep of death. The name of the lady was Miss CORNELIA FISHER. Under the name of Mrs. CORNELIA ST. CLAIR she mailed the marriage notices to your office, and they were published.

For a while it remained a mystery who the author was. Suspicion first fell upon a young man in the place, and then was finally directed toward the young lady herself; but nothing definite was known. One day, while about her household work, she was questioned by her mother in regard to the matter, who told her the penalty of the law and the probable punishment she would receive if guilty. For a moment after that her mother was absent from the room, but was soon recalled by hearing her name faintly pronounced. She quickly returned and found CORNELIA apparently dying. Her mother asked her what was the matter. She replied that she did not know; she feared she would die, and requested her mother to pray for her. In a few moments thereafter she breathed her last. She had for some time previous been troubled with the heart disease, and this, under the over-excitement of the moment, is believed to have caused her death. Deceased was about eighteen years of age, possessed a respectable character, and was of a quiet and retiring disposition. After her death matters came to light that proved beyond doubt that she was the author of the letters sent to the *Sentinel* Office. The writing was apparently disguised, yet in feature it agreed with her own proper handwriting. CORNELIA seemed to possess a mania for writing and holding imaginary correspondence with different persons. She would write, stamp and post-mark letters, address them to herself, and then drop them into the office, to be presented to her genuine by the unthinking Postmaster. Physicians have been consulted, who say she was insane on the subject.

RELIGIOUS NEWSPAPERS IN RICHMOND.—In addition to the number of daily newspapers which are now printed in this city, there has recently been started three new weeklies, representing as many of our Christian denominations, viz.: the *Christian Observer*, New School Presbyterian, edited by Rev. Dr. CONVERSE; the *Central Presbyterian*, Old School, edited by Rev. Dr. BROWN, and the *Episcopal Methodist*, edited by Rev. Drs. DOGGETT and JOHN E. EDWARDS. They are all neatly printed and ably and piously edited, and devoted to the interests of their respective denominations. The two former are resumptions of old issues; but the latter is an entirely new enterprise. We hope and believe that they will receive that prosperous support which the extensive denominations whose interests they represent are so fully able to extend to them.—*Richmond Bulletin.*

Passengers Sailed.

JULY 22—*In steamship City of Baltimore, for Liverpool*—Miss Mary and Helen Harris, of Baltimore; Mrs. Whitney and child, Miss C. May, Mrs. W. Tait, M. D. Ogden, Dr. Small, of Chicago; Mrs. Laura Bellman, of Cincinnati; Mr. and Mrs. Hatheral and 2 children, Mrs. C. Fox, Samuel Barratt, R. G. Musgrove, Pablo Oleba Pedro Oliboe, G. F. Williams, of London; L. D. Kaplan, Jefferson Keate, Charles Keate, Capt. John O. Saunders, of Havana; John Tobin and wife, Alex. McKnight, S. W. Fuller, of Chicago; Mrs. Keate, Miss Amy and Miss Rhoda Keate, of Rochester; Luis de Silva Ferro, Manuel S. Lopez and Jose Lopez, D. Garcia and Jose Garcia and M. Garcia, A. H. Miller and wife, Andrew J. H. Way, wife and 2 children, of Baltimore; W. R. McCaw, Alfred T. Harris, Jr., Mr. Rory M. Shiel, James Hoseason, C. K. Willmer and daughter, Fred. Picjolt, Rev. P. K. Cadri and wife, Rev. Alexander Junulick, Edwin Lord and wife, M. Burke, John W. McConkery, A. Edgeworth, Robert Mein, Joseph Mora and Frank Mora, Samuel McBride, Wm. Geule, Emanuel Barreyro and 2 children, John J. Davis, 2 children and nurse, Alexander Hardy, Mr. Starr, Joseph Huland, John W. Byron, Miss H. O'Flaherty, Mrs. Gorlenhofer and child, Mrs. Salt, Miss L. M. Hone, Miss Ross, Samuel Whittingham and wife, John Howe, John Sault, Henry Allgoever, J. C. Minett and wife, Miss V., Miss S. and Miss A. Minett, Mrs. Ann Morris and 4 children, Wm. Garrard, Benj. Edge, C. S. Daly, James Morton, Rev. G. Dielemans, Robert Gray, W. Harrison Eirenbrey, Mrs. Sophia E. Brown and child, and others in the steerage.

In steamship Nevada, for Savannah—Capt. Dike, A. A. Q., C. Parkhurst, Jas. A. Peden, Jos. Hirschbach, J. Brown and wife, W. G. Gray, Chas. Brown, J. B. Taylor, W. T. Wood, J. Davidson, S. Gackenheimer, W. A. Hopson, J. F. Unckles, T. H. Brunch, Maria McIlvin, Mrs. De la Roche, T. Hartridge, A. H. Champion, Mrs. Slager and 4 children, Mrs. Schwartz, Miss Schwartz, B. F. Gaden, Jno. Dryer, Henry Allen, Geo. C. Webster, J. W. Levitt, J. W. Anderson, Jr., C. F. Baxter, D. Talmage, Dr. J. B. Read, wife and daughter, Thos. G. Fereby, V. N. Talmage, J. B. McKittrick, Thos. Gleason, J. Frazier, and 24 in the steerage.

In steamship Fung Shuey, for New-Orleans.—Mrs. Lewis C. Amy and 4 children, A. J. Fuller, R. H. Jones, O. Macare, Mrs. Garry, Lieut. W. Ennis, J. C. Holonge, G. Cleveland, G. Brown, A. Stoddard, A. Shaw, F. B. Moore, John Gauche, J. Shaw, F. W. Morse, H. Boyle, M. O. Leadeant, J. J. Riley, Louis Eichel, Mr. Paine, L. C. Gordon, L. Bibolet and son, W. J. Holcomb, C. W. Gould, E. L. Couton, U. S. A., James A. Le Besque, A. Victor, G. Victor, W. H. Robinson, J. J. Carso, Mrs. Young, Miss Mary Fields, Geo. H. Bracket, W. A. Coon, R. H. Thompson, Dr. Asche, Geo. W. Levere, A. Paul, Mrs. Elizabeth Cook.

In steamship Montezuma, for Kingston, Jam.—Mrs. Hamshaw, H. J. Camman, J. L. McIntyre and lady, Mrs. Caroline Louis, Miss Ada Louis, Miss Euphemia Louis, Miss Anne Lecourt, Miss Marie Lecourt, Miss Jane Raffington, Mrs. Anderson, Henry A. Lazarus, Miss J. Samuels, Arthur J. Samuels, Clarence E. Myers and lady, Mons. Celestin.

Passengers Arrived.

In steamship George Cromwell from New-Orleans—J. Anthonie, H. Brandet, J. McElroy, A. H. Redwood, J. Avet and wife, E. G. Payne, E. Schlesinger, Robert Strong, Jno. F. Dorhety, H. H. Miller and wife, S. S. Fish, Hy. Leine, J. D. Allery, F. Chamberlain, Capt. Chamberlain, G. Woodward, E. Schelbuyer, N. Door, Hunter Smith, Wm. Devlin, J. Ludwig, Col. Abm. Bassford, U. S. A., J. Schurer, L. Uter, Mrs. Geiser, Miss M. Geiser, Mrs. L. F. Hermann, Mrs. E. Hirlbuth, Miss L. Eggleston, Miss F. Foley, M. W. Morse, Jr., Capt. S. R. Franklin, U. S. N., Mrs. Adams, Mrs. C. Nesbitt and daughter, Mrs. Andrea, M. Gutzner, Boyd Smith, H. S. Seward, D. B. Macahy, S. Bernstein, B. Hirschman, G. W. Helme, B. Russell, S. E. Moore, wife, 4 children and servant, Miss M. J. Moore, Miss C. P. Moore, Miss Kate Brown, Wm. R. Floyd, Wm. Davis, Miss L. Davis, C. Repinsky, B. F. Newhouse, Gen. R. Taylor, M. B. Bringuir, Miss M. Page, Miss Dunbar, W. E. Seymour, wife and 2 children, W. H. Hennings, John T. Nelson, Geo. S. Mandeville and servant, Miss Lizzie Rose, Mr. Lyons, Mrs. E. Thompson, Miss M. Thompson, Miss L. Thompson, W. L. Wakefield, R. G. Musgrove.

MINIATURE ALMANAC—THIS DAY.

Sun rises..... 4 48 | Sun sets..... 7 24 | Moon sets... 7 41

HIGH WATER—THIS DAY.

Sandy Hook.. 8 15 | Gov. Island. 9 04 | Hell Gate...10 26

MARINE INTELLIGENCE.

NEW-YORK....SATURDAY, July 22.

Cleared.

Steamships City of Baltimore, (Br.,) Mierhouse, Liverpool, John G. Dale; Baltimore, Lewis, Washington, J. Hand; United States, Davis, Fall River, Sims, Chase & Co.; Chesapeake, Sherwood, Portland; Alhambra, Benson, Charleston, A. Leary; Fung Shuey, Hildreth, New-Orleans, H. B. Cromwell & Co.; Cahawba, Gifford, New-Orleans, A. Leary; Hatteras, Parrish, Norfolk, City Point and Richmond, Livingston, Fox & Co.

Steam yacht Clara Clarita, Veves, St. Johns, N. F., Samuel Godwin.

Steamers Ellen S. Terry, Chapin, C. Goodspeed; John Gibson, Kelly, Georgetown; Ariadne, Crary, Wilmington, N. C., H. T. Livingston & Co.

Ship Ann Eliza, (Br.,) Andrews, Richibucto, J. F. Whitney & Co.

Barks Arizona, Conant, St. Thomas, Walsh & Carver; Moneynich, Smith, Malaga, Tupper & Beattie; Florence, Smith, Cadiz, Tupper & Beattie; R. H. Knight, Leighton, Cronstadt, Peck & Church; Laborannes, (Br.,) Raymond, Marseilles, Boyd & Hincken; Princess Royal, (Br.,) Crowell, Cow Bay, D. R. De Wolf & Co.; Diana, (Oldg.,) Burns, (Brem.,) Ruger Bros.

Brigs Juno, (Br.,) Williams, Montevideo and Buenos Ayres, J. Norton & Co.; Handy, Ryder, Galveston, Texas, Murray & Nephew; Favorite, Prindle, Barbados, H. Trowbridge's Sons; Alberti, Dow, Cadiz, H. D. & J. U. Brookman; W. H. Harris, (Br.,) Card, Havana, D. R. De Wolf & Co.; Mystery, (Br.,) Goldsworth, Sydney, C. B., McColl & Frith; Ella Adele, (Br.,) Alexander, Cow Bay, Jos. Eneas; Annandale, Bunker, Boston, R. P. Buck & Co.

Schooners United, Miller, Washington, N. L. McCready & Co.; Talent, Mesmuller, Windsor, N. S., A. Smithers & Co.; M. Carpenter, Edmunds, Bridgeport, C. B. Baxter & Merrill; Washington, Jobin, Fortress Monroe, F. J. Campbell; Isabella, McMullen, Halifax, J. Boynton's Son & Co.; John Randolph, Martin, Philadelphia, Ferguson & Wood; D. B. Baylis, Newton, Richmond, Pierson & Corlies; Tigris, (Br.,) Lockhart, Curacoa, D. R. De Wolf & Co.; W. P. Ritchie, Fretthey, Providence, Thayer & Sargent; W. D. Pitts, Porter, Chincoteague; Hind, Kendall, Boston, John S. Ingraham; M. L. Wetmore, Barney, Charleston, S. C., G. W. Brown; D. Davidson, Ketcham, Petersburgh, Van Brunt & Slaght; Virginia, Bearse, Boston, S. W. Lewis & Co.; Witch, Lowe, Philadelphia, H. W. Loud & Co.; Wm. Hone, Anderson, Charleston, S. C., Conner & Mumford.

Arrived.

Steamer Commander, Terry, Wilmington, N. C., 55 hours, with cotton and passengers to Arthur Leary.

U. S. ship Sabine, Lieut. commanding R. B. Lowry, New-London July 20.

U. S. steamship Algonca, Walker, Providence.

Ship Constantine, Creevey, Liverpool June 9, with mdse. and 511 passengers to Cornelius Grinnell. July 13, Thomas Jarvis, colored seaman died. Had one birth. Had light winds the entire passage.

Bark Zotoff, (of Bangor,) Carle, Arroyo, P. R., 20 ds., with molasses to Miller & Houghton.

Bark Jenny, (Brem.,) Havighorst, Bremen 44 ds., with mdse. and 315 passengers to Ruger Bros.

Bark Elba, Drisco, Cienfuegos 16 ds., with sugar to J. E. Ward & Co.

Bark Wilhelm, (Hanov.) Cadiz, 40 days; with mdse., &c., to Rurger Bros. Had some very heavy weather in the Gulf.

Brig Alfarata, (of Harpswell) Merryman, Glace Bay, C. B., 14 days; with coal to master. 22d inst., 4 A. M., was struck aback by a heavy squall from N. W., carrying away foremast by the head, and head of maintopmast.

Brig Mary Ann, of Halifax, McLaughlin, Ardrossan, 55 ds., with coal to H. J. & C. A. De Wolf; 22d inst., off Fire Island, was struck by a squall from N. E., which carried away foretopgallantmast.

Brig Henrietta, (Br.,) Doe, Bermudas 6 ds., with coal to McCall & Frith.

Brig Alice, (of Halifax,) Dixon, Cienfuegos 16 ds., with sugar to master.

Brig Scotland, (Br.,) Francis, Turks Island 14 ds., with salt to E. T. Smith.

Bark Tomas Terry, (Br.,) Malony, Cow Bay 16 ds., to Brett, Son & Co.

Bark Sam Shepard, (of Turks Island,) Frisbee, Matanzas 8 ds., with sugar to J. E. Ward & Co.

Brig Teresita, (of Demarara,) Hill, Cienfuegos 14 ds., with sugar to Tucker & Lightbourne.

Brig Edwin, ——, Bridgeport, for Newburgh.

Schr. Catharine Thomas, (of Greenport,) Preston, Cat Island 7 ds., with fruit to James Douglass. Left no vessels.

Schr. Zampa, Johnson, Machias, with timber and lath to F. Talbot & Co.

Schr. Constitution, Strout, Mayaguez, P. R., 11 ds., with sugar to Miller & Houghton.

Schr. Telegraph, Shaw, Windsor, N. S., 9 ds., to D. R. De Wolf & Co.

Schr. D. T. Willets, Brown, New-London, for Rondout.
Schr. Cynthia Jane, Denis, Hartford, for Elizabethport.
Schr. Cornelia, Weber, Providence, for Elizabethport.
Schr. L. A. Birdsall, Sipple, Mystic, for Elizabethport.
Schr. Sterling, Hall, North Point.
Schr. L. Daniels, Cooper, Hartford.
Schr. Madagascar, Heath, Ellsworth, with lumber.
Schr. John W. Bell, Hall, Stonington, for Rondout.
Schr. J. M. Taylor, Fowler, Providence, for Albany.
Schr. S. A. Falkoner, Wilson, Providence.
Schr. Henrietta, Minor, Hartford, for Newburgh.
Schr. H. B. Drew, Clark, Bridgeport, for Rondout.
Schr. Julia Elizabeth, Merrill, Bridgeport.
Schr. John Wright, Clark, Portland, Conn.
Schr. J. C. Hardee, Cole, Rondout, for Boston.
Schr. Harriet, Joll, New-Bedford.
Schr. C. L. Bayles, Brown, Providence.
Schr. J. H. Deputy, Sturges, Boston, for Albany.

BELOW—One bark and 2 brigs—names unknown.

WIND—Sunset, N. W. Light.

The Ship Carrier Dove still lies in the same position.

Sailed.

Steamships Saxonia, City of Baltimore, Thames, Alhambra, E. S. Terry, Fung Shuey, Creole, Hayti.
Steamers Balbec, Montezuma, Allier.

By Telegraph.

BOSTON, July 22—Arr. bark Rocket, from Penang; brig Excelsior, from Liverpool.

Spoken, &c.

Calmuck—brig, from Portland for Matanzas, 26 ds. out, July 10, lat. 26 11, lon. 72.

Jane Doull—Br. bark, from Jamaica for London, July 11, lat. 26 53, lon. 72 05.

OFFICIAL DRAWINGS.

KENTUCKY—EXTRA CLASS NO. 445, July 22, 1865.

22, 56, 28, 76, 12, 40, 62, 50, 65, 32, 71, 20, 27.

KENTUCKY—CLASS NO. 446, July 22, 1865.

47, 71, 4, 77, 33, 75, 10, 17, 46, 37, 36, 70, 21.

SHELBY—EXTRA CLASS NO. 345, July 22, 1865.

41, 40, 32, 13, 47, 71, 45, 56, 29, 9, 3, 38, 58.

SIMMONS, FRANCE & CO., Managers.

SHELBY—CLASS NO. 346, July 22, 1865.

19, 68, 37, 43, 71, 27, 28, 72, 54, 45, 12, 29, 56.

SIMMONS, FRANCE & CO., Managers.

Circulars sent free by addressing
JOSEPH BATES, No. 11 Wall-st., New-York.

Circulars in the above Lotteries sent free, by addressing SIMMONS, ROGERS & CO., No. 11 Wall-st.

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TAYLOR & CO., Bankers,
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